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A Comprehensive and Complete
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NEWS OF THE FAR EAST
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Hongkong, 8th August, 1905.

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Hongkong, 22nd June, 1906.

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Correspondents must forward their names and addresses with communications addressed to the Editor, and for publication as evidence of good faith.
All letters for publication should be written on one side of the paper only.
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DEATHS.

On May 6th, at Northampton, England, ELIZABETH BART, widow of WILLIAM BART (late of Shanghai), aged 68 years.

On June 17th, at Shanghai, DESIRE NAFARY, wife of H. A. NAFARY, aged 24 years.

HONGKONG OFFICE: 10A, DES VIGES ROAD C. LONDON OFFICE: 131, FLEET STREET, E.C.

Eye Daily Press.

HONGKONG, JUNE 26th, 1906.

A member of the China Inland Mission, the Rev. D. W. CROFTS, whose address is Chienyuan via Yochow, has written to the North-China Daily News a letter containing grave charges against the officials of the syndicate constructing the Yunnan railway. Banned of Chinese labourers, "big strong, rascally countrymen" from the neighbourhood of Tientsin, called at his house, and from their stories he has acquired an idea of what he calls "the plainly murderous exploitation of labourers by the syndicate". The coolies told him they were engaged to work on the line for a dollar a day, their passage being paid to Haiphong. They did not like their new surroundings, "desolate high mountains", and they had to make huts for themselves by gathering "grass and brushwood" from the mountain sides. They received no wages, but rice was doled to them daily "at famine prices". Only one cat's paw was given for their allowance, and no vegetables, meat, salt, or oil were furnished, so Mr. Crofts says. Each man had to gather his own fuel. They endured this state of things for two months, and then asked for their wages. Being refused they began to desert. At least some of them did: some could not, as according to the missionary's story, "insufficient food, strange climate, and poisonous gases (especially in tunnels where men were driven to work by armed guards) ended many lives in agony". There were also

other deserters who had actually worked for ten or eleven months, "and been told that if they would work till the job was completed, about five years, they would receive their wages in full". The most that any had received in ready money was "one or two dollars". A later gang, recruited from the Shanghai and Ningpo neighbourhood, was also deserting in groups, "sometimes more than one hundred" per day kneeling at our door and asking help. "As soon as they went to work they began to sicken and die, so the foremen turned them adrift to get home as they could". As late as May 15th, Mr. Crofts could write, "The stronger of these refugees have now passed us and the poor crawling, staggering remnant are upon us. They can scarcely rise after sitting down at our door to beg, and they have still fifteen hundred miles to go". Briefly, that is the terrible story unfolded. It is the only evidence we have so far, and whether we accept, deny, or minimise the charges, we have to depend upon this narrative of Mr. Crofts until we hear from Yunnan. We may say at once that our feeling is against accepting such a story. We have no hesitation in believing that the missionary was imposed upon by beggars; and but little in suggesting that his feelings of humanity have run away with his pen, causing his phrasing to take on an exaggerated tone. We have had such a recent lesson in the misrepresentations of the coolies' lot in South Africa that it is only sensible, to say nothing of fair, to hesitate about swallowing entire allegations of inhumanity and worse. The reverend raconteur admits that the stories struck him as incredible at first, but says conviction came with "many repetitions, almost verbatim". That peculiarity of the trumped-up story would have made some men still more incredulous. Take the complaint that no money was paid to the men, in conjunction with the description of their desolate, mountainous surroundings, and then consider what could be their hurry. Good reasons at once suggest themselves for the deferred payment. The remark that rice was charged for "at famine prices" has a touch of hyperbole about it, though it might well be true, as recent market prices have been quoted on a famine basis. That "many lives ended in agony" before the expiry of the first two months is a manifest expansion of truth, and in the letter itself we read of others who survived these unbelittled hardships for nearly a year before it occurred to them to run away. It is included as part of the indictment that while "begging their way towards home, many fell victims to disease, want, and weather", and this alone should tip the obvious inference of the statement that the men as seen by the complainant were in a state of exhaustion. A Sanitary Board now is assembling from Hongkong to Peking might truthfully be described as a sorry state at Shanghai, without reflecting upon the local corporation. As for the hundred applicants per day, kneeling at the missionary's door, they seem to have struck a charitable gold-mine; and if the reverend gentleman sets a watch, we suspect he will find that many of them are making the circuit of his compound, and re-appearing in the procession more exhausted than before. In any case, these very serious charges are made on hearsay evidence of the most notoriously untrustworthy character; nothing personally observed by the writer can be fairly set down as the effect of the alleged causes; and we fear that we have here another case of possible mischief to be worked by the too much complacency with which some missionaries are ready to listen to evil tales and to pass them on. Taking his own testimony, as presented in the letter quoted, no judge could accept the evidence as sufficient to warrant the Rev. D. W. Crofts' conclusion that these coolies were "poor, unfortunate, victimised men". We do not suppose that the matter will be permitted to rest where it does.

The new French Minister and the Chinese Foreign Office are busy drafting new regulations for the control of Catholic missionaries. International regulations might be better.

A report has reached Seoul to the effect that a Korean fishing boat struck and exploded a drifting mine off Oyu. Three out of the four men in the boat were killed or drowned.

The Court at Peking is abusing itself, and ordering all officials to do likewise, in order to please the god whose wrath. The prolonged drought is causing grave troubles in the north.

In the Italian Chamber of Deputies M. Tilton, referring to the question of disarmament, declared approval of the British project in principle, but said he did not think it capable of practical results.

A Japanese committee appointed to study cotton culture in Korea estimates that an annual crop worth eight million sterling, or more than two thirds the value of Japan's present imports, could be produced in the peninsula.

Three hundred and fifty returned emigrants (including over one hundred women and children) from the Colony of Fiji landed in Calcutta on the last instant, from the British India steamer *Porika*, bringing with them over £127,000 in savings. The largest sum brought by one man was £12,255.

There is at present, the *Indian Daily News* is sorry to say, a great deal of sickness in Simla which is affecting Europeans as well as natives; indeed, at the present time, the Walker Hospital is full to overflowing, and several patients have had to be refused admission owing to the lack of accommodation.

The British Cigarette Company of Shanghai is gradually driving Japanese cigarettes out of the market in Manchuria and Corea.

Viceroy Chen Fu is supposed to have got into trouble for criticising Viceroy Shun. It is said that H. E. Chang Chih-tung will displace him.

At the recent cycling contest in Paris the "grand prix" was gained by Kramer, an American, Poulain was second and Friel third.

The manager at Raub reports the following output for the four weeks ending 18th June: Stones crushed, 5,800 tons; Gold obtained, 780 ozs.

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The plague return for last week was 34 cases and 31 deaths. For the past 48 hours it was three cases and two deaths. For the season to date it is 823 cases and 774 deaths. Last week's victims were 31 Chinese, one European, one Japanese, and one Portuguese. Three Europeans are down with enteric.

At midnight on May 29 another big fire occurred in Bombay, resulting in the partial destruction of the mill premises of the Sooderda Spinning and Weaving Company. The mills are situated in Bellas Road, Byculla, and are under the management of Messrs. Mulji Jetia and Company, the agents. The damage done by the fire is roughly estimated at Rs. 5,00,000. The cause of the fire has not been ascertained, but is believed to be due to spontaneous combustion of cotton in the ring and mule department.

Although nothing has been yet definitely settled it is highly probable that the long talked of visit of the Amir of Afghanistan to India will be arranged in the autumn. Should the Afghan ruler express his wishes to cross the border and meet the Viceroy there is no doubt that the Government of India will make every preparation to receive him in a manner befitting the occasion and a Dardar worthy of the illustrious visitor's rank and importance will certainly be arranged. In the meanwhile it is understood that informal communications and enquiries are being made on this subject and Lord Minto's movements in the cold weather will naturally depend on whether the Amir's visit takes place or not.

The *Rangoon Times* (May 25th) says:—Miss Henriette Markens and Miss Edith Morryles, of the London Ladies' Trio, gave a grand evening concert at the Rangoon Gymkhana Club last night, but the proceedings, though thoroughly enjoyable from a musical standpoint, were marred by the presence in the concert hall of thousands of insects of various forms, species and sizes, who accommodated themselves on the piano keys, except inside Miss Markens' violin, and kept the fairly nervous and most appreciative audiences in a constant state of activity. It is stated that some of the men in the assembly regarded the invasion with a degree of pleasure, as it afforded a reasonable opportunity for "going outside" during each of the dozen intervals. (These ladies not long ago gave an enjoyable concert at Hongkong.)

It may interest gunners in Hongkong to learn that the Royal Field Artillery batteries at Aldershot have been recently doing excellent work with the new 18-pounder on the ranges at Dartmoor, Okehampton. The fire results were good, but a rather curious defect has just been discovered in an unexpected quarter. The gunners in action are protected from rifle fire and shell splinters by steel shields mounted on the axle-tree and the trail. These shields, it appears, catch the sun's rays, even in partial eclipse, and betray at once the location of the guns. This is a serious defect in any country, and the more particularly in tropical countries where sunshine largely predominates. Instructions have been issued to observe this reflection, with the view to having it remedied. From reports to hand the 18-pounder is up to every-thing claimed for it. The ammunition supply in action, however, is a problem not yet satisfactorily solved.

At the office of the P.W.D. yesterday afternoon the letting by public auction sale of Garden Lot No. 23, situated on Barker Road, took place. The lot contains 6,800 square feet, and has an annual rental of \$16. It was sold to Mr. C. L. Gorham for \$360, being \$20 above the upset price. There was no competition.

The return of visitors to the City Hall Library and Museum for the week ending the 24th June, 1906, shows that of non-Chinese there were 275 to the Library and 124 to the Museum; and of Chinese 155 to the former and 2,567 to the latter. The Library was, therefore, used by 430 persons, and the Museum by 2,691.

An interesting feature at a recent Simla gymkhana was the "Greta Green Race." "Gentlemen will ride bare-backed to his partner, who will stand dismounted by her horse. He will assist her to mount, saddle and mount his own pony, and partners will then ride back hand in hand." The fifth and last item was the whistling competition—"Gentlemen will run with seal-eal envelope containing name of tune to ladies, who will whistle tune named, gentlemen to guess tune, write it down on a piece of paper and return to starting point."

FOUND DROWNED.

AN UNKNOWN WHITE MAN.

The body of a European sailor was found floating in the harbour near the Canton Wharf on Sunday night. He was a man apparently of 45 years of age, 5 ft. 7 inches in height and was dressed in dark jacket and trousers. In his pocket was found a rat bottle, from which the cork had been taken out. There was no clue as to his identity.

SUICIDE IN THE HARBOUR.

"ONE MORE UNFORTUNATE."

A Chinese girl, aged 19 years, from Ship Street, committed suicide on Sunday night. She was seen by some of her friends to leap from a wooden wharf in Praya East into the harbour, and though the alarm was given she could not be rescued. Her body has not been recovered yet. It is thought that the provocative trouble was debt.

WEIHAIWEI GOLD MINES.

REMAINING DOLLAR TO BE CALLED.

The directors of the Weihaiwei Gold Mining Co., Ltd., expected that the concentrates shipped to San Francisco would realise about sixty-five gold dollars per ton, the valuation of their own assayer. They have received a telegram to the effect that the yield was only \$2,477 gold for fifty-eight tons. In view of this unexpected result, it will be necessary, the *N.C. Daily News* is advised, to call up immediately the dollar still due on the shares.

We reported the other day the decision of the shareholders to dispose of their property.

AN ARBOREAL JEHU.

REMOVALS OF POLICE WORK.

There was something very interesting in the sight of a European policeman capturing a runaway pony while the mafao (hub) a tree and watched the proceedings from a place of safety. Yesterday morning a pony attached to a gharry was so started when the shafts broke that he immediately bolted. After travelling some distance it was caught by a European policeman and brought along to West Point Police Station. There it broke away again but was quickly captured by another European. While the animal was kicking and lashing out the mafao, who had followed, climbed a tree to obtain safety, and was afterwards discovered calmly viewing the situation.

OPIUM SMUGGLER'S LEAP.

That a man should jump from a verandah to the ground below and be able to pick himself up and run from the police is rather uncommon occurrence. This, however, was an incident in an opium raid on Sunday. The suspected party, who is an old offender, on learning that the police were in the house, jumped from the verandah and ran off. He was captured a little later and taken to the Police Station, where he complained of pains in the back. Accordingly he was taken to the hospital, but was sent back as a malingerer. He continued, however, to complain of pains, and the Magistrate decided to remand him till the 29th inst. for medical observation. The suspicion of malingering hardly seems reasonable in the circumstances.

LATEST STEAMER MOVEMENTS.

The P. & O. str. *Deccan* left Singapore for this port on the 24th inst. at 10 a.m., with the outward English mails, and is due here on the 29th inst. at 6 a.m.

The T.K.K. str. *America Maru* arrived at San Francisco on the 21st inst.

The T.K.K. str. *Hongkong Maru* will sail from Yokohama for this port on the 26th June, and is due here on the 7th July.

The C.M.R. str. *Empress of Japan* arrived at Yokohama at 8 a.m. on Monday, the 25th inst., and left again at 2 p.m. same day for Kobe, where she is due to arrive at 2 p.m. on Tuesday, the 26th inst.

The C.P.R. str. *Monteagle* arrived at Kobe at 9:30 p.m. on Friday, the 22nd inst., and left again at 6 p.m. on Saturday via Nagasaki for Shanghai, where she is due to arrive at 6 a.m. on Wednesday, the 27th inst.

The N.Y.K. str. *Wakasa Maru* (Bombay Line) left Singapore for this port on the 22nd inst., and is expected here on the 28th inst.

The Indo-China str. *Lataang*, from Calcutta, and the Straits, left Singapore for this port on the 23rd inst. at 3 p.m.

The N.Y.K. str. *Hokota Maru* (Bombay Line) left Bombay for this port via Tuticorin and Singapore on the 25th June.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

STANDARD OIL COMPANY SCANDAL.

LONDON, June 25th.

President Roosevelt has announced that there will be an immediate and energetic prosecution of the Standard Oil Company.

OBITUARY.

LONDON, June 25th.

Duke Almodovar is dead. (The Duke of Almodovar was late Foreign Minister for Spain and President of the Morocco Conference.)

SITUATION IN NATAL.

LONDON, June 25th.

The Natal disturbances are spreading.

[N.C. Daily News Service.]

THE WRECKED TRANSPORT.

Tokyo, June 18th.

Only a few of those on board the *Tuyotani*, other than those recorded yesterday, were subsequently saved. Another steamer encountered the mine off Sado Island but escaped contact.

MONEY FOR SAN FRANCISCO.

Tokyo, June 18th.

President Roosevelt recommends to both Houses of Congress a provision for San Francisco for a loan for \$10,000,000.

OIL FUEL IN THE AMERICAN NAVY.

Tokyo, June 18th.

The Secretary of the Navy orders that a trial be made of oil as fuel for American warships.

INTRIGUING COREANS.

Tokyo, June 19th.

Several Seoul dignitaries have been arrested, including a Privy Councillor, a Lieutenant-General, and a Vice-Minister.

THE FLOATING MINE DANGER.

Tokyo, June 19th.

The navigation at night time by transports off North-eastern Corea has been forbidden.

THE BRITISH FLEET IN JAPAN.

Tokyo, June 20th.

Vice-Admiral Moore is at Sasebo, where he was entertained at an Admiralty dinner last night. The citizens of Sasebo will entertain the British naval officers to night.

THE "DAKOTA" BREAKS THE RECORD.

Yokohama, June 25th.

The G. N. S. *Dakota* arrived here at 2:22 a.m. to-day, breaking the record for the passage. The whole time was 11 days, 29 hours, 35 minutes, and the average speed 15 knots.

[Straits Times Service.]

Singapore, June 18th.

The Duma discussed the Bolshevik riots. It is asserted that the massacre of Jews there was arranged by the Government. The Duma has sent three of its members there to investigate the matter. The riots at Bielsk have been removed. Thousands of peasants have arrived at that place for looting purposes. Six thousand Jews are camped in a neighbouring forest, where they are surrounded by troops.

Mr. Meunier, the French Government commercial agent in the Sudan, has written an article in this *Temps* in which he eulogises British administration there and the absence of red tape.

During the naval manoeuvres, Sheerness was attacked simultaneously with Portsmouth and Plymouth. All the attacks were repulsed. The invaders (flying from) Portsmouth were pursued to the Channel Islands. There ten torpedo boats were captured. Yet two destroyers entered Plymouth, one of them dropping a mine at the Millbank Docks. One feature of the attack was the dash displayed by the flying column from Queenferry. It went full speed up Dover Straits. Evading the defending fleet, it joined the main squadron at Alderney.

The struggle between President Roosevelt and the House of Representatives Agriculture Committee has become acute. President Roosevelt declares that the Committee, acting under the influence of the meat packers, has so amended the Meat Inspection Bill as to render it valueless. Mr. Wadsworth, the Chairman of the Committee, has written to the President, regretting the inconsiderate made as to the sincerity and competency of the Committee.

Heavy floods in southern Chihli province North China have destroyed forty kilometres of line on the Hankow-Peking Railway.

INDISCRIMINATE MINTING.

AN ENLIGHTENED OFFICIAL.

The Board of Revenue has lately received a dispatch from H. B. Liu Shao-chen, Governor of Kiangsi province, on the question of coining silver and copper currency. His Excellency points out to the Board of Revenue that although the power of putting into circulation silver and copper necessarily lies in the hands of that Board, which is at liberty to put an indefinite number of coins in the market, it would cheapen money and be a curse instead of a blessing to the inhabitants of the Empire. The Governor therefore exhorts that Board to act promptly and with caution, and to regulate the output of the Imperial Mints, which also means that the provincial mints that have been promiscuously and indiscriminately started by each Viceroy or Governor of a province, just as he thought fit, without reference to the welfare of his neighbours, should be closed without delay by Imperial Rescript.

HONGKONG'S TUMBLEDOWN HOUSES.

ANOTHER COLLAPSE.

The expected has happened in the vicinity of the recent house collapse in Queen's Road West. Another house has fallen in. It will be remembered that the three houses which collapsed were part of a tenement situated at the corner of Eastern Street and Queen's Road West and were numbered 226, 228 and 230. It was feared then that the adjacent houses would share the same fate, and the people were accordingly cleared from the premises and the party well supported by woodwork.

About 6:45 on Sunday night there was a loud report at 232, followed a few seconds later by a complete collapse, similar to what had taken place in the case of the others. The roof fell in and crashed through the other floors, the debris falling on the shop below which had not been cleared of its furniture. The party well fell outwards, carrying with it the shoring that had been put by the Public Works Department. As in the previous case, the kitchen and verandahs were left standing. Naturally the event caused some excitement in the neighbourhood, but the police had no difficulty in keeping the thoroughfare clear. It is understood that the other houses in the tenement will be pulled down.

THE LEIGHTON HILL ROAD OUTRAGE.

FEELING OF UNEASINESS.

There is little doubt now that the object of the men who entered 4, Leighton Hill Road on Saturday morning and committed the terrible outrage on Mrs. Aoki was robbery. Several drawers had been opened, but apparently the robbers had been alarmed and made off without taking anything. Mrs. Aoki, who is by no means out of danger, says she would be able to recognise her two assailants, both Chinese. The outrage has caused a feeling of uneasiness in the neighbourhood.

L. C. C. TAXES.

FRIGHTENING AWAY FACTORIES.

There has developed, says *Engineering*, an extensive movement of smaller factories from London to new districts immediately outside the London County Council area, and it is important that the significance of the industrial migration should be realised by the governing bodies of all large cities. One fact alone should give pause to the ambitious County Councils, and that is, that whereas a few years ago the proportion of rateable property unoccupied in London was 2 per cent. to 3 per cent. of the total, it has increased now to nearly 4 per cent. Obviously the burden of taxation upon the remaining occupiers has increased proportionately, apart altogether from the advance due to an increase of municipal expenditure, and the consequence is that other firms, with their employees, are adopting the policy of *summe quæst*. There are, continues *Engineering*, many *prima facie* reasons in favour of removal from the crowded metropolis, but the aggressive policy recently adopted by the London Council has enormously stimulated manufacturers in arriving at a decision. There is, first, the increase in the rates and taxes. The President of the Local Government Board has great faith in the effect of his Bill for equalising the rates in the various districts of London, but there is the possibility that it may intensify the evil. There seems no reason why a well and economically-managed borough, such as Westminster, Kensington, or Chelsea, should agree to hand over a large proportion of its collected assessment to what it regards as a spendthrift communal body, and it may stand to reason that by increasing its expenditure, and who shall say it may? Moreover, as large works move to new areas, carrying with them a great proportion of the industrial community, the remaining ratepayers will experience greater difficulty in meeting the demands of the municipal authority. Another point is that the London County Council's building regulations, wisely or otherwise, place serious restrictions upon the economical management of factories. Migration to the country, with cheaper ground rent and more room for expansion, at once suggests the construction of a factory on one floor, with adequate natural lighting and with modern power plant; and when there is added to these advantages new machinery, it is obvious that economy must follow. Experience shows that when a factory building is now erected the rental value is reduced by almost one-half, owing to the limitations of the London County Council regulations and the changes required to make buildings effective. It is, adds *Engineering*, in many cases impossible to let the property for the same purpose as that for which it was formerly utilised. In respect of power plant and machinery, there is little demand for machinery which is put on the market second-hand and all firms are now more and more realising the importance of adopting absolutely new and up-to-date machinery.

THE PLAGUE IN BOMBAY.

RECENT RESULTS.

The Bombay plague epidemic season is now (June 6th) at an end, the pestilence having taken its normal proportions. It has taught several important lessons. The principal of these is that there is no reason why the height of the epidemic should not move forward indefinitely. Hitherto the plague has subsided with the advent of the hot weather, and it was assumed that this was due to climatic causes; this year the epidemic did not reach its height until the 4th of the first week in May. Careful investigations have established beyond doubt the direct connection between rats and the plague. First the plague rat, then the plague in the human being, is now the established principle. Also, the agency of the rat lies in conveying the disease from rat to rat and from the rat to the human being is now a scientific fact. Going even further than this it is probable that rat flea conveys plague not only through the medium of the bite but through the medium of its excreta. If these excreta which carry plague germs come in contact with the skin of a human being they would probably convey plague. Another discovery is that the ordinary method of disinfection by perchloride of mercury and sulphur is ineffective against the rat flea and its excreta. The Bombay Health Department have been experimenting with a new disinfectant, which is cheap and easy to handle, and which gives positive results as against both.

SUPREME COURT.

Monday, June 25th.

IN ORIGINAL JURISDICTION.

BEFORE SIR FRANCIS DODD (CHIEF JUSTICE).

A DISPUTED WILL.

Judgment was delivered in the case of Li Po-kwai and another v. Li Ling-shi. This was a claim under a will for one sixteenth part of Marine Lot 229 and Inland Lot 1355, and for an account of the rent and profits thereon.

Mr. M. W. Slade, instructed by Mr. John Hastings, appeared for the plaintiffs, and Mr. E. H. Sharp, K.C., and Hon. Mr. H. E. Pollock, K.C., instructed by Mr. R. Harding (of Messrs. Ewins, Harcourt and Harding) represented the defendants.

His Lordship said: Li Sing was an old and wealthy Chinaman. He seems to have had other characteristics. He must have been very, for he conceived the idea of dividing his property, or at least some \$100,000 worth, between his sons before his death, thereby enabling them to enjoy it without paying the usual tribute to the Government, known by the name of succession duty. He also had some other views, of the subjects of which belonged to him and what did not: for there is one admitted instance of his having included in this subdivision among his sons, property valued at over \$40,000, which belonged to the Lai Hing firm. It may well be that with declining years that delicate mental perception was wanting which was necessary to appreciate the somewhat complicated relations with the Lai Hing and with former owners of shares in the property, in the lots of land now in question. He also seems to have been a bit of a despot, for certainly Li Tien-shi, the executor of Li Sing's will, did in the matter of the assignments to the sons what he was expected to do, trusting, I suppose, if he really knew what he was about, to correct matters afterwards, as he did in the case above mentioned. The question is whether it is not necessary to make another correction in the case of the property in dispute in this action, and which was included in the assignment to Li Po-kwai. The plaintiff's story is that they were willing to purchase a share in the property belonging to ancestor Tam Lai-tung, and the way in which this was done was by means of a purchase by Li Sing, and a retransfer of the property by him to them, the terms being the payment to the vendor of \$10,800 cash and the taking over of the liabilities to the Lai Hing of \$3,850. This transaction was proved by (1) a receipt from the Lai Hing of the sum of \$10,800 from the Po Shun-tung, that is, the two plaintiffs; (2) an entry in one of the Lai Hing books, abstracted by the plaintiff—publicly as he said—to the effect that the share was transferred to Li Sing, and on the same day parted up for the same price to the plaintiffs; (3) a balance-sheet book which dealt with the amount \$3,850 due to the Lai Hing; (4) a balance-sheet book of the previous year belonging to Tam Lai-tung in which there is a record of the transaction as far as relates to Li Sing. The verbal arrangement between plaintiff and Li Sing was tendered in evidence and objected to. I admitted it subject to consideration. I do not, however, discuss this question, for although the evidence is interesting, it is not of such importance that its rejection would have seriously prejudiced the plaintiff's case, nor would it of itself be sufficient to support the plaintiff's case. The defence to the action is a general denial, which in the box took the following form: The first defendant did not appear, Counsel stating that she was a Chinese lady and therefore could not or would not go into the box. A dangerous doctrine as it seems to me when the lady has been taking a more or less active part in the management of an estate, and one to which in the absence of more light I cannot subscribe. The second defendant went into the box and shock his head to everything. In some things his negatives were equivalent to palpable untruths. I must not omit to mention the fact that the plaintiff Li Po-kwai is not wholly blameless in this respect. In one particular his evidence fell short of the statements supplied to his Counsel, and secondly, in spite of his denial there seems to have been no doubt that he was present at the division of property at Li Sing's house on April 30, 1910. No legal contingencies seem to me to attach to his presence: the utmost that can be said of it is that it affords grounds for comment. As to the delay in bringing his action, that of course goes to his credit, but I cannot attach any definite contingencies to this delay; and the question of credit really hardly arises. I have been obliged to notice these matters because they were gone into at the trial, but he whole and sole defence rests on the Statute of Frauds. More fully it is alleged that the signatures to the documents I have numbered two and four, and also to an intermediate document No. 5 of Li Sing, are forged. An old schoolmaster was tendered as an expert in handwriting and in his view the signature to four was genuine, so that the charge of forgery had a non-restricted area. The expert considered that the signature "Yuk" to the memo and that of Li Sing to five, were not genuine. His standards of comparison were as to the "Yuk" a document produced by Sir Tak-fan known to contain the genuine "Yuk", and for the Li Sing a series of signatures on documents admitted to be genuine. I protest against persons going into the box to give expert evidence who ignore the elements on which such opinions should be founded. Ho Kan-po compares a character written on Chinese paper with others written on glazed English paper, and in part bases his opinion on certain strokes being sharp in one

and blunt in the other. This is the most trifling because, although you may get crisp strokes on English paper the essential quality of brushwork on Chinese paper is its crispness, which the quality of English paper does not lend itself to the provision of. And his "Yuk" analysis was not much better, for I do not think he considered too carefully the conditions under which the two signatures respectively were written. One point especially was worthy of his attention. Both characters were obviously written with an almost dry pen, and there is no telling what will result from a dry pen, whether it will correctly produce in the way of loops and flourishes all that is required of it.

I should require much more skilled evidence to induce me to accept the proposition which seems to underlie this witness' evidence, that all Chinamen at all times and under all circumstances always write the characters of their names in an identical manner. It would be impossible for me to find forgery on such evidence as was given. But the schoolmaster's evidence is fatal to the defendant who called him. He practically pronounced in favour of the genuineness of the signature in exhibit 6, the balance sheet belonging to Tam Sai-tung. The two signatures had been challenged by the signatures to the other documents, and there is no doubt that the original case was that this document was forged, but this was afterwards abandoned and the documents admitted to be genuine. It is true that this document only related to the first branch of the alleged transaction, the sale to Li Ling, and not the transfer to the plaintiffs. But if you put a case of forgery forward and half of it breaks down or is abandoned, it requires an exceptionally strong case to support the case of forgery against the remaining part. A case of forgery cannot, therefore, in my opinion be held to be established; these are therefore documents which I hold to be genuine and which satisfy the requirements of the Statute of Frauds. Judgment for the plaintiffs with costs.

AN UNCOMPLETED CONTRACT.

His Lordship delivered his deferred judgment in the case of the property in dispute in this action, and which was included in the assignment to Li Po-kwai. The plaintiff's story is that they were willing to purchase a share in the property belonging to ancestor Tam Lai-tung, and the way in which this was done was by means of a purchase by Li Sing, and a retransfer of the property by him to them, the terms being the payment to the vendor of \$10,800 cash and the taking over of the liabilities to the Lai Hing of \$3,850. This transaction was proved by (1) a receipt from the Lai Hing of the sum of \$10,800 from the Po Shun-tung, that is, the two plaintiffs; (2) an entry in one of the Lai Hing books, abstracted by the plaintiff—publicly as he said—to the effect that the share was transferred to Li Sing, and on the same day parted up for the same price to the plaintiffs; (3) a balance-sheet book which dealt with the amount \$3,850 due to the Lai Hing; (4) a balance-sheet book of the previous year belonging to Tam Lai-tung in which there is a record of the transaction as far as relates to Li Sing. The verbal arrangement between plaintiff and Li Sing was tendered in evidence and objected to. I admitted it subject to consideration. I do not, however, discuss this question, for although the evidence is interesting, it is not of such importance that its rejection would have seriously prejudiced the plaintiff's case, nor would it of itself be sufficient to support the plaintiff's case. The defence to the action is a general denial, which in the box took the following form: The first defendant did not appear, Counsel stating that she was a Chinese lady and therefore could not or would not go into the box. A dangerous doctrine as it seems to me when the lady has been taking a more or less active part in the management of an estate, and one to which in the absence of more light I cannot subscribe. The second defendant went into the box and shock his head to everything. In some things his negatives were equivalent to palpable untruths. I must not omit to mention the fact that the plaintiff Li Po-kwai is not wholly blameless in this respect. In one particular his evidence fell short of the statements supplied to his Counsel, and secondly, in spite of his denial there seems to have been no doubt that he was present at the division of property at Li Sing's house on April 30, 1910. No legal contingencies seem to me to attach to his presence: the utmost that can be said of it is that it affords grounds for comment. As to the delay in bringing his action, that of course goes to his credit, but I cannot attach any definite contingencies to this delay; and the question of credit really hardly arises. I have been obliged to notice these matters because they were gone into at the trial, but he whole and sole defence rests on the Statute of Frauds. More fully it is alleged that the signatures to the documents I have numbered two and four, and also to an intermediate document No. 5 of Li Sing, are forged. An old schoolmaster was tendered as an expert in handwriting and in his view the signature to four was genuine, so that the charge of forgery had a non-restricted area. The expert considered that the signature "Yuk" to the memo and that of Li Sing to five, were not genuine. His standards of comparison were as to the "Yuk" a document produced by Sir Tak-fan known to contain the genuine "Yuk", and for the Li Sing a series of signatures on documents admitted to be genuine. I protest against persons going into the box to give expert evidence who ignore the elements on which such opinions should be founded. Ho Kan-po compares a character written on Chinese paper with others written on glazed English paper, and in part bases his opinion on certain strokes being sharp in one

and blunt in the other. This is the most trifling because, although you may get crisp strokes on English paper the essential quality of brushwork on Chinese paper is its crispness, which the quality of English paper does not lend itself to the provision of. And his "Yuk" analysis was not much better, for I do not think he considered too carefully the conditions under which the two signatures respectively were written. One point especially was worthy of his attention. Both characters were obviously written with an almost dry pen, and there is no telling what will result from a dry pen, whether it will correctly produce in the way of loops and flourishes all that is required of it.

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Mr. Sharp asked his Lordship to consider the costs in connection with the counter-claim. The matter of costs was in his Lordship's discretion, and his Lordship had good grounds for disallowing the costs of Chung Shun-koo. Defendant refused specific performance on the grounds that the plaintiff had expressly promised that the Daily Press should leave in February. This was his case; and Mr. Sharp submitted that he should wholly prove that case.

His Lordship said he thought on the whole that that part of the case could always have been separated from the case as put forward. It certainly was put forward in a complicated, confused, and not very honest way. The defendant dissociated himself, in his Lordship's mind, from the main case, and if Ho Tung had been well advised he would have seen that there was some delay in the Daily Press not going out until July. The ordinary rate of costs would obtain.

POLICE COURT.

Monday, June 25th.

BEFORE MR. F. A. HAZELAND (SECOND PORTER MAGISTRATE).

CUT HIS QUOTE.

A soldier of the Blücher Regiment prosecuted a Chinaman for the theft of \$45. It appears that one day last week the Blücher came to Hongkong with \$45 in his pocket. He changed a five dollar bill into small money at a money-changer's and wrapped the silver with the notes in a handkerchief which he placed in his breast pocket. The Chinaman jostled him and one made off with the handkerchief containing the money. The Blücher gave chase and captured the thief, who in the meantime had passed the money on to a confederate. Determined to escape at all costs, the Chinaman pulled a knife from his pocket and cut his way out of the hands of his captor. Again the Blücher followed him till the thief ran up an entry. Here the soldier kept guard until the arrival of the police, who ultimately secured the thief. He was sentenced to three weeks' hard labour and six hours in the stocks.

HOME VIA SIBERIA.

THE RUSSIAN CRISIS ANSWERED.

With regard to the letter reprinted in our issue of yesterday, a representative of the N.C. Daily News interviewed Mr. Friede, the agent for the Siberian line, in his Shanghai office, and drew his attention to Mr. Levin's letter. Mr. Friede's explanation was as follows: Mr. Friede's agent at Kobe issued tickets to the passengers mentioned, to Paris and London, at the same time informing them that they should wire to Vladivostok to secure train accommodation. When the *Ohio III* was about to sail Mr. Friede arrived at Nagasaki. He at once informed the Trans-Siberian passengers that he had not yet made arrangements to book passengers further than St. Petersburg or Moscow, and returned them the excess of fare they had paid. The only difference this made was to secure tickets for the continuance of their journey beyond these places. Mr. Friede guaranteed to refund any sum they had to pay over the amount received. At the same time he strenuously urged the two ladies to postpone their departure until the next steamer, as the express leaving Vladivostok on the 22nd, which was the first since the war, was certain to be full. All five passengers insisted on continuing their journey, though the small chance they had of obtaining accommodation on the express was frequently emphasized. Mr. Friede pointed out the difficulty of obtaining rooms at Vladivostok should the express be full, but Mr. Levin himself undertook to find quarters for the ladies. Mr. Friede who had only just returned from Vladivostok had found it impossible to get a room in the hotel there and had accordingly booked one which he was assured would be vacant in a day or two, for the use of his agent who was then on his way home. He accordingly wrote to the ladies to get their tickets to Vladivostok, and to get their baggage to the hotel. The express was full, and to make matters worse Mr. Friede's agent had not been able to get the promised room at the hotel. Under the circumstances an objection would have been made if the passengers had remained on board, as the *Ohio* was in port nearly a week. The journalist and his friend, together with the Frenchman, took the advice given to them by Mr. Friede at Nagasaki, and went on to Vladivostok by the mail train, while Mr. Friede's agent procured accommodation on the following express for the ladies. Mr. Friede pointed out that if they insisted on proceeding without having previously booked railway berths they did so entirely at their own risk. He will not accept passengers now until he has called to Vladivostok and received a reply from his agent that train accommodation has been booked. As regards the complaint about his agent's linguistic ability, Mr. Friede states that he did speak English, though not quite fluently, but that it was easier for him to converse with Mr. Levin in German, his native tongue.

TIBETAN POLITICS.

RIVAL PRELATES.

Very illuminating are the following notes by the late contributor of the N.C. Daily News. The Lifu-yang, or so-called Mongolian Superintendent, but really, Comptroller of Border Dependencies, has handed up to the Emperor on behalf of the Panchen Lama, an image of gold of pure gold about four or five inches in height and in weight some ten or twelve ounces, together with a "Hata" or piece of satin on which is written an infinite number of prayers and the Buddhist formula "Om Mani padme hum." (Which sacred person, of the lotus.) This tribute says the Lama's memorial is made in thankful remembrance of the Imperial clemency for not chopping him to pieces for his involuntary excursion into India.

The Buddhist Pope and Vice-Pope, as the Dalai Lama of Lhasa, and the Panchen Lama of Teshumbra, are usually designated, appear to be so opposed to each other that if one goes North the other must needs travel South. This has been the state of politics for years in Tibet where the partisans of each incessantly intrigue against one another in the yamans of the Chinese Imperial Resident in Lhasa, and even within the walls of the Lifu-yang, or so-called Mongolian Superintendent. Matters apparently have not changed even to this day, for no sooner has the news of the Panchen Lama's trip to India reached the ears of the Dalai Lama at Urga, Mongolia, for news travels slowly in those parts, the Panchen Lama having already returned to Tibet from his Indian trip—than we find that the senior Buddhist has taken into his head to throw himself into the open arms of the Russians of the North, apparently for no other reason than to set in opposition to his rival of Teshumbra. This purpose, in spite of his episcopal memorial to the Lifu-yang for the special detection of the Emperor in Peking, is, according to reliable accounts, a staunch friend of the British Government of whose might and strength he has had earlier evidence. Indeed the Panchen Lama's memorial alleging harsh treatment received by him at the hands of the British has done more to bring the Panchen Lama and sent up to Peking "for form's sake" and we have now the spectacle of the Buddhist Pope travelling to the Russians just because the Vice Pope is known to be friendly towards the British.

UNREARHING A BIBLE CITY.

The unearthing of the Bible City of Ramesses, built by Israelites, was the subject of a most interesting address delivered at University College, London, on June 17th by Professor Flinders Petrie, who had just returned from an archaeological expedition in Egypt.

Describing the city, as it had been, the professor said it was surrounded by a square of unbroken brick walls, which were probably about thirty feet high. The city was built on a hill of "one square mile" City of London. The western and southern walls were each broken with a great gateway. Passing through the western gate one entered immediately upon a broad pathway, which led to a large square enclosure in which stood the temple of the city, founded 3,000 B.C., or thereabouts. The city contained the great storehouse of Syria tribute, and was inhabited by the Hyksos or Shepherd Kings. Just outside the city was the temple of Osiris, twenty miles north of Cairo, and this was discovered after removing a large earthen mound sixty feet deep. The main entrance was to the west, and the way sloped up through four or five acres of houses to a great tower, which overshadowed the road. From the description given by Josephus the outer and inner courts of the temple were identified in every respect, and the basis of the temple itself, which was just half the size of Solomon's temple. Within a mile of the city a large cemetery was unearthed, and in the graves were found beads, necklaces, amulets, and other small personal relics which it was then customary to bury with the dead.

"THEIR LEGAL ACUMEN."

A DISRESPECTFUL REFERENCE.

It is certainly a fact, if a curious one, says the Calcutta *Englishman*, that of late years cumulative force has gathered round the feeling, originally broadcast with trembling, that a trained judge could always be trusted to give a sounder verdict on any issue even of fact or damages than a scratch jury; but it is needless to add that, though Indian judges for the most part enjoy very high reputations for integrity, their legal acumen stands on a very different level, and it may be hoped that no change in the law affecting jury verdicts at home will be permitted to infringe the privilege of jury trial which with legal limitations is perfectly safe. The sweep of the reforming beam in the home Bill has been very extensive, practically providing for an appeal in almost every case alike on points of law or points of fact, and on sentences. In the judicial and other legal opposition offered to some of these is ground for hoping that a bridge may be put on these cases, that seem equally unnecessary and dangerous. Apart from the circumstance that if all the changes set out were sanctioned they would, with the further provision of a free appeal in almost all cases, result in almost every conviction being appealed against, with the further result of doubling the work of the already heavily taxed Appellate Courts—an argument which is not unanswerable, if this were the only case of over-crowding, it is reasonably feared that the sense of responsibility which now weighs upon the simple-minded, as men giving final verdicts occupy a different position from those who are aware of a safety valve of appeal behind them.

Moreover, as regards points of fact, a court of first instance which watches the demeanour of witnesses and the surrounding circumstances of a trial to beyond question, better judge than the Appellate Court, which has nothing but the record to guide it. Magistrates in India have sometimes been driven to despair by the verdicts of Appellate Courts, and the burden has been intolerable where, besides acquitting real offenders, the Higher Court has convicted the wrong persons. The fact that such miscarriages may be of infrequent occurrence is no reason for enlarging the sphere, and it may be hoped that some modification of the process of appeal on facts will be introduced in the further progress of the Bill. On points of law appeals can hardly be expanded too widely at home. With judges such as we have on the British Bench, there is absolute safety and some day the remark may be applicable to this country. And finally as regards sentences, the inequalities of sentences have long puzzled legal reformers. The International Law Commission in Paris proposed in 1901 to examine judges on this delicate point, with what result is not known; though it is inevitable that British judges will consent to be vivisectioned in order to give jurists pictures of the working of their minds, or that, uniformly will be secured amongst the minds of judges so as to standardise judicial penalties.

A PROPOSAL THE HIGH DOLLAR.

NEBELY "AN OSCILLATING FALL."

A Mexican correspondent of the *Mining Journal* thus concludes a recent article:—We will briefly recapitulate what has been done up to the present, and give a resume of the situation at the moment when an oscillating fall in the price of silver will probably cause a pause in the operation of the International Law Commission of Exchange and Money. As all the world knows, whilst the price of silver and Mexican pesos has increased to the height that has been maintained up to within the last few days, the Commission of Exchange and Money—fleeing the sale of pesos abroad for their equivalent in gold, to convert the latter into Mexican money. Up to the present the Commission has not executed a peso for account of the Exchange and Money, which is, in fact, the only point which is still in question, and for account of the Bank of the Republic residing in all a total sum of 26,741,500 pesos. It has received besides in gold, in bars of national production for exchange for the old Mexican gold money, for increase of capital of banks, and for the investment of the fresh foreign capital in the country, the sum of 13,813,500 pesos, making a total of 40,555,000 pesos, which the Commission hold in coined gold or gold to be coined. The 13,800,000 odd of the second sum large y compensates for the amount which might have been taken from the circulation of the country, for remittances made abroad by private persons. It should be noted that it has not been possible for these remittances to be large for they were not sufficiently remunerative. From the sum of pesos on forty and a half millions, which is the total received in gold by the Commission, 14,816,500 pesos have been coined up to March 12 last. Consequently, there remains to be coined 25,738,500, of which 10,000,000 pesos will be received from Philadelphia, according to contract, and the balance will be coined in Mexico. The Commission calculates that in the future it will receive in gold in bars of national production to the value of from 80,000 to 1,000,000 pesos every month.

The balance of the total coined is issued up to the present—that is to say, 5,865,810 pesos, has been allotted, part to the banks of the capital, part to the public treasury, and part to private persons.

All the sales of pesos effected by the Commission have been made without any loss, and some have made a profit on a delivered price of gold at a higher price. On the other hand, the freight on sums of gold despatched to the States has not been paid by the Commission, but this has not caused extra expense, for these sums were derived from the remittances from Philadelphia, and were sent direct to their destination. The ten millions that are still to be received from Philadelphia will be in coins of 10 pesos.

As stated above, the Commission can see that the success of the monetary reform is assured, and as the price of silver has slightly declined, it proposes to suspend further purchases of gold until such time as conditions will allow of some little profit.

This is not to say, however, that the Commission has had for its aim in all its operations to make a profit for the public treasury, but only to carry out a public service in favour of the banks and the country in general, without any other limit than that of diminishing the regulating fund of the monetary circulation, which amounts to 19,000,000 pesos, and which the Government placed at its disposal.

Besides the converting of the silver into gold, the Commission had in its care the recoinage of the fractional money, upon which it has worked with great activity.

WEATHER REPORT.

On the 25th at 12.20 p.m.—The barometer has risen over the China coast and Formosa. Pressure is highest over the S. part of the China Sea in the North, and probably over E. Japan in the North. The Japanese returns are, however, lacking. Moderate S. to S.E. winds are indicated in the Formosa Channel and the N. part of the China Sea. Forecast:—Moderate S. winds; showery.

KODAKS AT HOME PRICES.

No. 3 FOLDING POCKET KODAK (23-12-6d.) \$38.00
4 CARTRIDGE (25-15-0d.) \$60.00

LONG HING & CO.

No. 17, QUEEN'S ROAD.

WE STOCK ONLY

THE ORIGINAL

CANADIAN CLUB WHISKY.

DISTILLED AND BOTTLED

BY

HIRAM WALKER & SONS, LTD.,

WALKERVILLE, ONTARIO, CANADA.

PER CASE, 12 BOTTLES ... \$20.00

SOLE AGENTS:

H. PRICE & CO.,

12, QUEEN'S ROAD CENTRAL,

TELEPHONE No. 135.

A GRAVE SCANDAL.

COOLIES IN YUNNAN.

After today's leader was put into type, Shanghai papers arrived with the following further reference to the subject:—

"There are persons now in Shanghai who have travelled over the line of the French Yunnan railway, besides Indians who have worked on the line, all of whom tell the same story. The story is that the majority of those who bear witness to the cruelty and oppression to which the poor patient Chinese coolie is subjected under the present gross mismanagement, have not the power to interfere. The main facts of the case are these:—The valley up which the railway in question is being carried, from the bank of the Red River valley at Luckai open to the Yunnan plateau, 5,000 to 7,000 feet above sea level, the Nanti, holds such deadly malarial grasses enclosed within its wall-like sides, that it is practically uninhabited. No money will induce either the Annamese, acclimatised as they are to the fever-breeding Red River valley; nor the Yunnanese, hardy mountaineers who dwell on the high plateau, to do any work within its confines. So ignorant labourers have to be bribed from afar. Of course this railway has got to be built and lives have to be risked. European as well as native, and the French contractors for the work have to labour somehow, by hook or by crook. But it is the callousness to human suffering as well as the neglect of their own best interests that appals the traveller in these parts. A Chinaman is less regarded than a horse or a mule; these latter, of which numbers are employed by the superintendents along the line, are well housed and well fed, well groomed and well cared for; the poor willing coolies are stamped down to shift for himself in a strange wild land as best he may. The valleys along the edge of the great Yunnan plateau are all malarious; their rich bottom lands tempt the adventurous Chinese farmer to risk their cultivation in many places, but experience has taught him that he does so at his life's peril. If he passes the night there he is consequently doomed to the valley only in the daytime, and has his cottage on the plateau above. One would think that a simple precaution like this must have suggested itself to those responsible for the importation of Chinese labourers from the frozen North into the tropical valleys of Indo-China. If this natural precaution of providing huts for the coolies on the higher land did suggest itself, a marvellous economy would be effected, the coolies would be carried out to the plateau, the coolies would be dumped down and left to perish, much as were the poor Jamaica coolies in the old days at Panama—with the result, as a French traveller recently through the district informed the writer of this letter, that of the first batch of ten thousand men, one-third were dead within three months of their arrival in the fatal zone. No wonder they try to escape, leaving their wages behind. One cannot but feel for them; I do, and I shamefacedly enclose my mite of a ten taels contribution which I beg you to forward to your Kweichow correspondent and so give me at least the satisfaction of knowing that I shall have provided a thousand meals for the starving voyagers. I am, etc., FRANCIS PHILLIPS."

AUSTRALIAN COAL.

COMBINE TO RAISE PRICES.

Simultaneously with the great coal strike in the United States a movement has been commenced in Australia for raising the price of coal, at least for a few months back it appeared as if further reductions would be necessary at an early date. Whether the anticipated American trouble had anything to do with the action of the Australian colliery owners has yet to be seen, but concerted action on the part of those in the Hunter River district has for some time appeared inevitable, in view of the keen competition in a comparatively limited market, and the increased cost of winning the coal, thereby cutting the margin of profit extremely fine. Nearly the whole of the Hunter River colliery owners have formed a "combine," the principal object being to advance the selling price fully 10 per cent, if not more. This would enable them to give an advance of 4d per ton in the selling rate, thus assisting in allaying the discontent prevalent amongst the coal miners. But the question arises as to how far the advance in the selling price will affect the over-sea export trade, in view of the low rate at which Japanese coal can be placed on many of the markets. It is here where the element of uncertainty enters into the question. It may be pressed that the associated colliery proprietors are not preparing to raise the selling price without having good and substantial reasons for so doing, but at present these are not apparent to outsiders. The home market may bear the advance, but under any circumstances, it must be some time before American stocks become sufficiently depleted to necessitate replenishing at advanced rates. Any coal shortage in America would be felt principally in the transatlantic supply, and here Queensland might find its long-looked-for opportunity. That State has some of the largest anthracite fields in the world, but has yet to find a market. The Dawson River and other coals have been successfully tested by the British Admiralty, but a demand has still to be created. The Queensland coal-mining industry generally has hitherto been handicapped by the superior cheapness of New South Wales coal. If that handicap becomes removed the Queensland collieries may have a welcome chance. Under these circumstances, it is not surprising that the Hunter River colliery owners should have hesitated in determining the amount of a advance to be declared. This alone can show whether their action was justifiable or otherwise. If the former, we may be prepared to hear of further steps in the same direction. (Sydney Trade Review.)

THE MISHAP TO THE "MONTAGUE."

It was reported that the salvage operations on the battleship *Montague* had been resumed and a false bottom was being made to cover the holes, while the rocks underneath were being blasted with a view to towing her off. In this connection a *Times of Ceylon* reporter saw Mr. T. S. Thorpe of Colombo who as an engineer, has had varied and practical experience in repairing ships. "The principal thing," he said, "is the damage done and the position of the ship. Without this data it is rather a difficult matter to say how the repairs to the battleship are being effected." Asked as to how the false bottom would be put on he said:—"Probably they are making a bottom from the inside. There are many ways of putting on a false bottom. From all accounts I have seen in the papers, I think it is being put on from the inside."

He added:—"The rocks can be blasted without damaging the ship. We do not know the position of the *Montague*, and it is impossible for us to give an idea as to how the repairs are being done."

"Suppose that the holes could not be got at from the inside, how would the work be done?"

"If the holes of the ship cannot be got at from the inside the repairs will be done by patching from the outside, provided you can reach the bottom. For this the rock will have to be blasted. The usual method is to patch the holes with teak wood piling, as we did in the case of the mishap to the *Prins Heinrich* at Galle. In this case the *Montague* is Queensland might find its long-looked-for opportunity. That State has some of the largest anthracite fields in the world, but has yet to find a market. The Dawson River and other coals have been successfully tested by the British Admiralty, but a demand has still to be created. The Queensland coal-mining industry generally has hitherto been handicapped by the superior cheapness of New South Wales coal. If that handicap becomes removed the Queensland collieries may have a welcome chance. Under these circumstances, it is not surprising that the Hunter River colliery owners should have hesitated in determining the amount of a advance to be declared. This alone can show whether their action was justifiable or otherwise. If the former, we may be prepared to hear of further steps in the same direction. (Sydney Trade Review.)

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed to the Manager, Daily Press, only, and special business matters to the Manager.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telephone Address: Press, Codes: A.B.C., 5th Et. 1st Floor, 33. Telephone No. 12.

NEW ADVERTISEMENTS



TENDERS.

TENDERS are invited for the SUPPLY of CAULKERS and SHOEMAKERS for the period of 12 months, commencing 1st July next, to H.M. NAVAL YARD, Hongkong. Terms of Tender can be obtained on application at the Chief Constructor's Office, H.M. Naval Yard, Hongkong, and should be returned not later than NOON on THURSDAY, 28th June, 1906.

F. B. OLLIS,
Chief Constructor.

Hongkong, 26th June, 1906. [1314]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
"GREGORY APCAR,"
Captain S. H. Bason, will be despatched for the above Ports on SATURDAY, the 30th inst., at 1 P.M.
For Freight or Passage, apply to
DAVID SASSOON & Co., Ltd.,
Agents.
Hongkong, 25th June, 1906. [1312]

NOTICE TO CONSIGNEES.
FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship
"GREGORY APCAR,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.
Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.
Cargo remaining on board after 4 P.M. of the 27th June, will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.
Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.
Bills of Lading will be countersigned by the undersigned.
DAVID SASSOON & Co., Ltd.,
Agents.
Hongkong, 25th June, 1906. [1312]

NOTICE TO CONSIGNEES.
"GLEN" LINE OF STEAMERS.
FROM ANTWERP, MIDDLESBORO, LONDON, COLOMBO AND STRAITS.

THE Steamship
"GLEN TURET,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.
Optional goods will be carried on, unless instructions are given to the contrary before 4 P.M. TO-DAY.
Goods not cleared by the 2nd July will be subject to rent.
No Fire Insurance will be effected.
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godowns Company within ten days after the steamer's arrival.
No claims will be recognized if not presented within 14 days of the ship's arrival.
McGREGOR BROS. & GOW.
Hongkong, 25th June, 1906. [1313]

THE HONGKONG WEEKLY PRESS and CHINA OVERLAND TRADE REPORT is now ready and contains—
Epitome of the Week's News.
Leading Articles—
Russia.
Learning Chinese.
The Chinese Army—and Others.
Chinese Theory and Practice.
The Victory and the Railway.
Young China Methods.
The Court of Criminal Appeal Bill.
Hongkong Legislative Council.
Finance Committee.
Hongkong's New Consul.
The Hang Fire Railway.
Supreme Court.
Hongkong General Chamber of Commerce.
Up-to-date Pirates.
"Longevity" Trial Trip.
Hongkong Bathing Parties.
The Third Gymkhana.
Murder on the ss. "Indragelli."
Alleged Attempted Murder.
A Testimonial to Missionaries.
French Fleet in Orient.
Tree Felling.
Botanical Investigations.
Garden.
Canton News.
Whampoa Again.
Macao.
Correspondence.
A Guesseuse Custom.
New Meteorological Data.
The Returning Coolies.
Well-known Gold Mines.
New Shipyards for Shanghai.
China-American Trade.
Guesseuse Ceremony in China.
Shipping Competition.
Commercial Shipping.
Extra copies 30 cents each, Cash.
Copies can be posted from the Office to addresses sent; including postage 34 cents each, or \$1 Cash for three copies.
Subscription: \$12 per Annum, payable in advance; postage \$2.
Hongkong, 26th June, 1906.

AUCTIONS

NOTICE.

THE CEMENT PLANT advertised for Sale by Public Auction on THURSDAY, the 28th June, will be available for INSPECTION at the Hongkong and Kowloon Wharf and Godown Company's premises, Kowloon, during THIS AFTERNOON (TUESDAY), the 26th inst.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 25th June, 1906. [1306]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell at his Kowloon SALES ROOM, No. 12, Robinson Road, THIS EVENING (TUESDAY), the 26th June, 1906, at 8 P.M.,
A Fine Selection of PICTURES and ENGRAVINGS:
Also
A Quantity of JEWELLERY consisting of DIAMOND RINGS, EARRINGS, GOLD and JADE BEADS, CHAINS, GOLD WATCHES, ONE VICTOR TALKING MACHINE with RECORDS, and MISCELLANEOUS GOODS.

F. KIENE,
Auctioneer,
Kowloon.

Hongkong, 25th June, 1906. [1312]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, On THURSDAY, the 28th June, 1906, at 11 A.M., at the Hongkong and Kowloon Wharf and Godown Company's premises, Kowloon, COMPLETE CEMENT FACTORY, originally intended to be put up as the Kwantung Cement Factory, but landed in Hongkong on account of the Russo-Japanese War, will be sold, together with the proprietor, Mr. Hereditary Honorary Chinese Advocate Charlampeit with Totikow, at Saigawa.

The Plant of this Cement Factory, which has been fitted out with the latest technical inventions for manufacturing Cement, by the dry system, consists among others of—
LOCOMOTIVES (Wolf, Magdeburg).
MILLING MACHINES (Smid, Copenhagen).
COOLING INSTALLATIONS (Atlas Fabr. (Allg. Elen, Comp.).
ELECTRICAL (C. & Co., (Oranstein & Kopp)).
TRUCKS, &c., &c., &c.

All in all the whole plant is very nearly the same as the Factory Kijaskorpf, near Malmo, in Sweden.
Specifications of the Machines and Accessories as well as any further information may be obtained from—
SIEMSEN & Co.,
Hamburg & Hongkong,
and LAWYER BUNOFF,
in St. Petersburg,
4 Linie, Hans No. 5.
as well as from the Auctioneers, Messrs. HUGHES & HOUGH,
Hongkong, 25th June, 1906. [1307]

INTIMATIONS.

STOCKBROKERS' ASSOCIATION OF HONGKONG.

NOTICE.
THE Settlements this Month (June) will take place on FRIDAY, the 29th inst. By Order of the Committee,
E. S. JOSEPH,
Hon. Secretary.

Hongkong, 25th June, 1906. [1307]

REMOVAL.

KWONGTAT LOY, Dealer in Rattan Furniture, Bamboo Blinds, Mattings, &c., has REMOVED from 13, Queen's Road to 39, Des Vaux Road, same Building as Messrs. BARTON & HUNT.
Hongkong, 31st May, 1906. [1190]

NOTICE OF DISSOLUTION OF PARTNERSHIP.

IN the year 114 of the Siam Era, corresponding to the year 1894, the Firm of HONG LEE entered into a Partnership with the CHOP GUAN YU and others for the purpose of establishing the Hongkong Firm of KIM HONG YU.
On the 1st day of June, 1906, the share and interest of the Firm of HONG LEE in the said Hongkong Firm of KIM HONG YU was sold and transferred to CHOP GUAN YU, and the latter having admitted HUANG HENG THYE as a Partner in the business of KIM HONG YU is now CHANGED into KIM HONG YU THAI KEE.

NOTICE IS HEREBY GIVEN to all whom it may concern that the Firm of HONG LEE is no longer a partner in the said Hongkong Firm of KIM HONG YU or KIM HONG YU THAI KEE.

TILLEY & GIBBINS,
Solicitors to NAI NING,
Owner of Chop Guan Yee.
Bangkok, 11th day of June, 1906. [12-8]

SWATOW DISTRICT.

LOCAL NOTICE TO MARINERS.

No. 50.
Two Rocks S.E. of Squat Rock.

INFORMATION has been received from the Command of H.M.'s Surveying Ship "VANGUARD" that two rocks about 1/2 mile apart exist to the S.E. of Squat Rock. Approximate position—
Latitude 23° 16' 0" N.
Longitude 115° 45' 0" E.
The bearings are as follows:—
From the Northern rock, which has 16 feet over it at L.W.S. Squat Rock bears N. 53° W. distance 2 1/2 cables.
From the Northern rock, which has 16 feet over it at L.W.S. Summit of Vincent range (53 ft.) bears N. 73° W.
From the Northern rock, which has 16 feet over it at L.W.S. Green Island summit bears S. 13° E.
From the Southern rock, which has 11 feet over it at L.W.S. Squat Rock bears N. 40° W. distance 3 1/2 cables.
From the Southern rock, which has 11 feet over it at L.W.S. Summit of Vincent range bears N. 72° W.
From the Southern rock, which has 11 feet over it at L.W.S. Green Island summit bears S. 16° E.

N.B.—All bearings are magnetic.

A. HOLZ,
Harbour Master.

Approved—
FRANK SMITH,
Acting Commissioner of Customs.

Custom House,
Swatow, 21st June, 1906. [1310]

WANTED

WANTED.

A CHINESE CLERK, able to speak English fluently. Apply by letter in own handwriting.

"M."
Care of "Daily Press" Office,
Hongkong, 25th June, 1906. [1308]

WANTED SHORTLY.

A TEACHER for the DIOCESAN BOYS' SCHOOL.
Apply to—
The HEADMASTER,
Hongkong, 25th June, 1906. [1309]

STAMPS.

WANTED for CASH or EXCHANGE, KING'S HEAD STAMPS of Straits, Hongkong and Ceylon. Buying rates on application. GEO. E. ANTHONISZ, "Sea Spray," Colombo, Ceylon.
Colombo, 14th April, 1906. [692]

TYPEWRITERS

CLEANED, REPAIRED, OVERHAULED

TYPEWRITING WORK UNDER TAKEN. Charges moderate.
F. A. V. RIBEIRO
(late of the Hongkong Typewriting Bureau)
34, Queen's Road Central (Second Floor).
Hongkong, 25th October, 1905. [19]

BOARD AND RESIDENCE

FIRST-CLASS BOARD & RESIDENCE

"BRAESIDE."

A LARGE AND COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large Airy and Well Furnished Bedrooms, every home comfort. Fine View of the Harbour. Terms moderate.
Apply to—
Mrs. F. W. WATTS,
"Braeside," 20, Macdonnell Road (late of "Tang Yuen").
Hongkong, 27th June, 1906. [43]

BOARD AND RESIDENCE.

MRS. GILLANDERS

"GLENWOOD,"
-27, CAINE ROAD.
Hongkong, 20th September 1905. [673]

TO LET

TO LET.

GODOWN, No. 3, NEW PRAYA, Kennedy Town.

Apply to—
HONGKONG LAND INVESTMENT & AGENCY CO., LD.,
Hongkong, 25th June, 1906. [176]

TO LET.

A COMMODIOUS SIX-ROOMED HOUSE with Garden at No. 35, Conduit Road. Immediate possession.

Apply to—
No. 9, Bellios Terrace,
Hongkong, 17th May, 1906. [1081]

TO LET.

A SIX-ROOMED FLAT, ELECTRICALLY LIT, with Bathrooms, Kitchen and Lavatory, situated at Des Vaux Road Central, in the Principal Business Quarter, suitable for Offices. Possession from 1st Aug.

Apply to—
Care of "Daily Press" Office,
Hongkong, 23rd June, 1906. [1239]

TO LET.

SEYMOUR ROAD LOWER, No. 31.

TANG YUEN, Macdonnell Road, No. 18 (5 Rooms).

PRAYA EAST, No. 91, Top Floor (Godown).
Apply to—
SAM WANG CO., LD.,
31, Queen's Road Central,
Hongkong, 6th February, 1906. [368]

TO LET.

THREE LARGE GODOWNS, in the Praya East. Formerly in the occupation of the Mitsui Bussan Kaisha.

Apply to—
H. N. MODY,
Victoria Buildings,
Hongkong, 10th May, 1906. [11051]

TO LET.

No. 15, KNUTSFORD TERRACE KOWLOON.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.,
Hongkong, 2nd December, 1905. [77]

TO LET.

THE ACACIAS & THE GROVE, having 26 ROOMS, with TENNIS COURT and Detached Out-Houses and Kitchen, situated in Robinson Road, Kowloon. Well ventilated. Electric Lights and Bells completely installed.

Suitable for a First-Class Hotel.
Apply to—
E. M. HAZELAND,
35, Queen's Road Central, or
WING ON, Contractor,
34, D'Agallier Street.
Hongkong, 21st April, 1906. [93]

TO LET.

OFFICES in KING'S BUILDING and YORK BUILDING.

GODOWNS in PRAYA EAST.
A HOUSE in CLIFTON GARDENS, Conduit Road.

A HOUSE in RIFON TERRACE.
FLATS in MOUSTON TERRACE.
"HAYTOR"—The PEAK. Immediate possession.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st March, 1906. [524]

TO LET.

ONE ROOM on the Third-Floor of QUEEN'S BUILDING, Chater Road West.

Apply to—
H. N. MODY,
Hongkong, 2nd June, 1906. [1291]

TO LET

TO LET.

NEW "KINGSCLERE" with Stables entrance in both Kennedy and Macdonnell Roads.

For full particulars, apply to—
LINSTEAD & DAVIS,
Alexandra Buildings, 3rd Floor.
Hongkong, 17th February, 1905. [82]

TO LET.

No. 2, OLD BAILEY.

Apply to—
ARRATON V. APCAR & Co.,
45, Wyndham Street.
Hongkong, 27th April, 1905. [971]

TO LET.

A HACIENDA, East No. 4, Peak, Furnished, for 3 months, August, September and October next. For particulars, apply to—

C. H. GRACE,
Hongkong Club.
Hongkong, 20th June, 1906. [1284]

TO LET.

IN HOTEL MANSIONS, a suite of Three Large Offices on corner overlooking Des Vaux Road; coolie quarters and all modern conveniences. Telephone and Electric Light fittings installed. Apply—
REUTER, BROCKELMANN & Co.,
Princes Buildings.
Hongkong, 29th March, 1906. [678]

TO LET

TWO GODOWNS, at East Point, close to the Water, suitable for the Storage of any Cargo.

Floor Area, 6,100 square feet each.
Apply to—
JARDINE, MATHESON & Co.,
Hongkong, 20th January, 1906. [256]

OFFICE TO LET

IN ALEXANDRA BUILDINGS.

Apply to—
A. S. WATSON & Co., Ltd.,
Alexandra Buildings.
Hongkong, 23rd April, 1906. [946]

TO LET

(POSSESSION FROM 1ST JULY, 1906).

No. 13, GAGE STREET, 8-Roomed House, with a Godown.

Apply to—
E. A. C. P. DE CARVALHO,
14, Arbutnot Road,
Hongkong, 18th June, 1906. [1270]

TO LET.

No. 3, "FAIRVIEW," ROBINSON ROAD Kowloon.

2nd FLOOR, No. 12, Queen's Road Central.

Apply to—
LEIGH & ORANGE,
1, Des Vaux Road.
Hongkong, 1st June, 1906. [501]

TO LET.

GODOWN (Small) No. 32A, Praya East.

Apply to—
COMPTON'S DEPARTMENT,
Nippon Yusen Kaisha.
Hongkong, 3rd June, 1906. [80]

TO LET.

No. 3, CONDUIT ROAD. Electric Light fittings, installed. Possession from 1st September, 1906.

Apply to—
H. M. H. NEMAZEE,
Hongkong, 9th June, 1906. [1232]

TO BE LET OR SOLD.

With immediate possession—in Wanchai Road.

GODOWN. Built of Brick with Tiled Roof, just thoroughly repaired, about 4,000 square feet space, concrete flooring. Suitable for storage of any kind of merchandise.

Apply to—
Care of "Daily Press" Office,
Hongkong, 30th May, 1906. [1177]

TO LET.

"BROCKHURST" PEAK, Newly Painted Tennis Court, containing 6 Rooms. Splendid site and well suited for a Bachelor's Mess.

2nd FLOOR in Central position, containing Four Large Rooms, Ante-room and Lavatory, with use of Electric Lift.

ONE SHOP at BEACONSFIELD ARCADE.

HOUSES on the ROBINSON ROAD Level, Cheap Rentals.

24, BELLIOS TERRACE, Corner House; has a Fine View of the Harbour.

4 ROOMS on Top-floor at Eastern end of ALEXANDRA BUILDINGS, suitable for either Offices or Residential purposes.

73, WYNDHAM STREET.

Apply to—
LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 1st June, 1906. [1193]

HONGKONG CLUB.

TO LET.

TWO ROOMS on the Ground Floor of the Annex, from date; suitable for Offices. Anyone disposed to offer for the same please apply to—

C. H. GRACE,
Secretary.
Hongkong, 28th May, 1906. [1156]

TO LET.

HOUSES in AUSTIN AVENUE and SALISBURY AVENUE, Kowloon.

No. 5, GRANVILLE AVENUE, Kowloon.
Apply to—
HUMPHREYS ESTATE & FINANCE CO., LD.,
Agents.
Hongkong, 4th April, 1906. [390]

TO LET.

SEVEN EUROPEAN HOUSES, late of F. Blackford & Co. and Shewan, Tomes & Co.'s Offices. Ground Floors and Top Floor, with Godowns can be let separately on lease.

Apply to—
CHUNG SHUN KOC,
First Floor, No. 10, Queen's Road Central.
Hongkong, 19th July, 1905. [181]

BANKS

HONGKONG & SHANGHAI BANKING CORPORATION

PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND.....\$10,000,000
STERLING RESERVE.....\$10,000,000
SILVER RESERVE.....\$10,000,000
RESERVE LIABILITY OF PROP'ORS.....\$10,000,000

COURT OF DIRECTORS.
A. HAUPT, Esq., Chairman.
G. H. MEDHURST, Esq., Deputy Chairman.
E. Goets, Esq.
Hon. Mr. W. J. G. Brown.
C. R. Lohmann, Esq.
D. M. Nissim, Esq.
A. J. Raymond, Esq.

CHIEF MANAGER
Hongkong—J. R. M. SMITH

ACTING MANAGER
Shanghai—W. ADAMS ORAM.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS.
For 3 months, 2 1/2 per Cent. per Annum.
For 6 months, 3 1/2 per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

H. E. R. HUNTER,
Acting Chief Manager.
Hongkong, 6th June, 1906. [23]

DEUTSCH-ASIATISCHE BANK.

CAPITAL FULLY PAID UP.....Sh. Tael 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS, BERLIN.

BRANCHES:
Berlin, Calcutta, Hankow, Peking, Tientsin, Shanghai, Yokohama, Singapore.

Founded by the following Banks and Bankers:
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DIRECTOR DER DISCONTO-GESELLSCHAFT DEUTSCHE BANK S. BLOCHENBERGER BERLINER HANDELS-GESELLSCHAFT BANK FÜR HANDEL UND INDUSTRIE ROBERT WARSCHAUER & CO. MENDELSSOHN & CO. M. A. VON ROTHSCHILD & SOHN.

JACOB S. H. STEIN NORDEUTSCHE BANK IN HAMBURG, HAMBURG. SAL. OPPENHEIM, JR. & Co. Koenig. BAYERNISCHE HYPOTHEKEN-UND WECHSELBANK, MÜNCHEN.

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Messrs. N. M. ROTHSCHILD & SON, THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY DIRECTOR DER DISCONTO-GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

HUGO SUTER,
Manager.
Hongkong 1st May, 1906. [127]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 per Cent. per annum.

Depositors may transfer at their option balances \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on a FIXED DEPOSIT at 4 per Cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.
H. E. R. HUNTER,
Acting Chief Manager.
Hongkong, 30th May, 1906. [24]

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NOTICES TO CONSIGNEES

NORDEUTSCHER LOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship
"SEYDLITZ"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf & Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 P.M. The day.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th June will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Tuesday, the 26th June, at 9.30 A.M.

All Claims must reach us before the 2nd July, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countermanded by the undersigned.

NORDEUTSCHER LOYD,
MELCHERS & CO.,
Agents.

Hongkong, 26th June, 1906.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENARAT"
FROM ANTWERP, LONDON AND STRAITS.
CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th June will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Tuesday, the 26th June, at 11 A.M.

No Fire Insurance will be effected.

Bills of Lading will be countermanded by the undersigned.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th June will be subject to rent.

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INTIMATIONS

SIEN TING.
SURGEON DENTIST.
No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.
Consultation Free.

Hongkong, 21st September, 1905 688

CARTRIDGES.

IMPORTED EVERY MONTH. THEREFORE ALWAYS FRESH.

ELEY'S, SCHULTZ'S, AMBERITE AND KYNOC'S SPORTING CARTRIDGES 8, 10, 12, 16, and 20 BORE AND NEWCASTLE CHILLED SHOT in all Sizes, Nos. 10 to 888G. AIR GUNS and AMMUNITION in Variety.

By M. SCHMIDT & CO.
Hankow, 29th November, 1902 893

JUST PUBLISHED.

CHILDREN OF FAR CATHAY.
A SOCIAL AND POLITICAL NOVEL OF THE CHINESE INSURING INTEREST.

By CHAS. J. HALCOMBE
(Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flower Land," etc.)

THE VOLUME which consists of 461 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kweilin, is dedicated to Sir ROBERT HART, G.C.M.G., and Dr. A. H. HARRIS.

Description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China makes "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at home.

Well bound in Yellow Cloth with Chinese Emblem in Gold.

PRICE \$3.50.

Obtainable from Messrs. KELLY & WALSH, LTD., Messrs. W. BROWNE & CO., or from the Printers and Publishers, the "HONGKONG DAILY PRESS" Office.

Hongkong, 23rd April, 1906.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain T. Austin, R.N.

This Steamer departs from Hongkong daily (Sundays included), at 7.30 A.M., and from Macao at 2.30 P.M.

FARES: (Week days) 1st Class (including cabin and servant), Single \$5, Return Ticket \$8. 2nd Class \$1. 3rd Class 50 cents.

Every Sunday will be an EXCURSION (the times of departure being in future the same as on other days) at the following rates:

SUNDAYS ONLY:
1st Class, Single, \$1.00
With Cabin \$2.00
1st Class, Return \$2.00
With Cabin \$3.00
3rd Class, Single 40 Cts.
Return 60 "

Storage 20 cents each trip.

Meals can be supplied on board, at \$1 per meal.

First Class Passengers who do not care to return on the Excursion Sunday will be allowed to do so on the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity. The Steamer's Wharf at Hongkong is at the Western end of Wing Lok Street.

MING ON & CO.
2nd Floor, 16, Victoria Street.
Hongkong, 22nd June, 1906 [2]

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 1,700 tons, 10 guns, 3,000 h.p., Comdr. E. L. T. Leatham, Shanghai.

Astraea, 2nd class cruiser, 4,350 tons, 10 guns, 7,000 h.p., Captain C. L. Vaughan-Lee, Shanghai.

Brabant, gunboat, 710 tons, 910 h.p., Lieut. E. C. W. Davidson, Yangtze.

Britannia, gunboat, 710 tons, 800 h.p., Lieut. W. L. Bamford, Yangtze.

Cadmus, British sloop, 1,070 tons, Comdr. H. D. Wilkin, D.S.O., Hongkong.

Diadem, 1st class cruiser, 11,000 tons, 16 guns, 19,500 h.p., Capt. H. W. Savory, Mrs. Day.

Fame, torpedo-boat destroyer, 360 tons, 6 guns, 5,700 h.p., Lieut. Comdr. Hughes.

Flora, 2nd class cruiser, 4,350 tons, 10 guns, 7,000 h.p., Capt. Grant Dalton, S. American Ports.

Handy, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut. Comdr. Cox, Nagasaki.

Mart, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut. Comdr. R. H. H. Heaton, Nagasaki.

Janus, torpedo-boat destroyer, 230 tons, 6 guns, 3,000 h.p., Lt. Comdr. Darwall, Nagasaki.

Arcturion, cruiser, 9,800 tons, 14 guns, 22,000 h.p., Captain S. V. Yde Horsey, Nagasaki.

King Alfred, British battleship, 14,000 tons, Capt. Cecil F. T. Hoyle, Nagasaki.

Kiushu, river gunboat, 331 tons, Lieut. Comdr. E. V. F. R. Dugmore on Yangtze.

Monmouth, cruiser, 9,800 tons, Capt. J. A. Tuke, Hongkong.

Moorhen, river gunboat, 180 tons, 2 guns, Lieut. Comdr. F. B. Noble, Hongkong.

Other, torpedo-boat destroyer, 350 tons, 6 guns, 3,900 h.p., Lt. Comdr. Kidd, Nagasaki.

Rambler, surveying-ship, 533 tons, Comdr. Chas. E. Moore, Hongkong.

Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Vaughan, Hongkong.

Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. H. T. Atlay, West River.

Snipe, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. T. J. S. Lyne, Yangtze.

Tamar, receiving ship, 4,000 tons, 6 guns, Comdr. H. B. Williams, at Hongkong.

Test, river gunboat, 180 tons, 2 guns, Lieut. Comdr. Secreston, on Yangtze.

Thistle, gunboat, 710 tons, 90 h.p., Lieut. Comdr. West, Hongkong.

Virago, torpedo-boat destroyer, 360 tons, 6 guns, 5,700 h.p., Lieut. Comdr. Stevenson, Nagasaki.

Waterwitch, surveying ship, 620 tons, 450 h.p., Comdr. A. W. Glenie, surveying.

Whiting, torpedo-boat destroyer, 360 tons, 6 guns, 5,700 h.p., Lieut. Comdr. C. E. L. Thomas, Nagasaki.

Widgeon, gunboat, 185 tons, 2 guns, 800 h.p., Lt. Comdr. G. B. Spicer-Simson, Yangtze.

Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. Hugh Somerville, Yangtze.

Woodlark, gunboat, 15 tons, 2 guns, 550 p.h., Lieut. Comdr. J. F. Knox, Yangtze.

TREASURE AND ROMANCE.

ANOTHER VAIN SEARCH ON COCOS ISLAND.

Mr. Harold S. Gray's steam yacht, *Rosemarie*, has returned to England from Cocos Island, where the owner has searched diligently for nearly two years for the treasure which some still believe hidden there. His quest, however, like that of Earl Fitzwilliam, has been unsuccessful, and the thoroughness with which he had all probable places dug and tunnelled has convinced the officers of the yacht that the treasure has been recovered. On his arrival in Southampton, the captain told a *Morning Leader* representative that he was more convinced than ever that the treasure had existed. Reasons for this statement, and also for the belief that it was no longer there, were furnished by others on board. "They stated that at Panama they joined the yacht, in company with Mr. and Mrs. Gray, a middle-aged man, known as Capt. Jack. In response to an advertisement concerning the Cocos Island treasure, he had come forward with an intensely interesting story which so impressed Mr. Gray that he asked the man to join in the search. Jack consented to do so, having obtained leave from his employers, an Argentine railway company. He said that some years ago, when a sailor, he met another sea-faring man named Flowers, and the two became firm friends. Flowers confided to him that he had accidentally discovered untold wealth on Cocos Island, where a ship on which he was serving had touched for the purpose of obtaining fresh water. He wandered into the island and fell into a hole, where he found a huge pile of Spanish gold coins. Taking as much as he could carry without exciting the curiosity of his mates, he rejoined his ship, determined to find the rest of the treasure. He had since invited Jack to go out with him to the island and the latter consented, but Flowers died on his next voyage, and Jack, having nothing definite to work upon gave up the project. Later he settled down near Buenos Ayres. When the *Rosemarie* reached Cocos Jack tried in vain to locate spots mentioned by his dead friend, but evidence of ships having been there was afforded by huge boulders, upon which were cut the names of vessels and the dates of their visits, some date being more than a hundred years ago, together with the names of the captains, some of whom were British. After Jack's father search the German Gessler, who with his wife has lived on the island for nearly 20 years, took charge of the search, which began at Water Bay. Then news came that Earl Fitzwilliam and a party had landed at Chatham Bay, a few miles away, and were digging. At the end of the day the Earl did the work ashore, but so dense was the scrub and undergrowth that they became exhausted, and the yacht went to Punta Arenas, where a gang of ponies was engaged. For four months the search was prosecuted with the greatest energy. On account of the disaster to the *Venango* expedition no blasting charges were used, all work being done with knife, pick, and shovel. In April, 1901, the *Rosemarie* steamed to Panama, where Mr. and Mrs. Gray and Capt. Jack landed. The yacht remained there till November, in which month she returned to Cocos Island, and this time excavations were made in the vicinity of Chatham Bay. For nearly twelve months the search went on, but without success, and finally in November last, it was abandoned. It is stated that in places the sea is encroaching on the land nearly a foot a month, and it is possible that the spot where the treasure was hidden is now under water.

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SHIPPING.

ARRIVALS.
 Amro, German str., 242, N. Belton, 24th June—Haiphong via Hainan 22nd June. General—Jensen & Co.
 GLENVIEW, British str., 3025, R. Webster, 24th June—London and Singapore 19th June. General—Mortimer Bros. & Co.
 GRENADIER, British str., 2961, S. H. Nelson, 24th June—London 19th June. General—D. Sassoon & Co.
 LOONGSANG, British steamer, 1792, Smith, 24th June—Manila 18th June. General—Jardine, Matheson & Co.
 OCEANIC, French str., 258, Corred, 24th June—Yokohama and Shanghai 22nd June. Mails and General—Messageries Maritimes.
 PRUDEN, French str., 1216, Ducrest, 24th June—Saigon 24th June. Rice—Bradley & Co.
 PRINZ WALDEMAR, German str., 3227, C. Woltemas, 24th June—Kobe 18th June. General—Melchers & Co.
 SHANGHAI, British str., 1307, Northcote, 24th June—Shanghai 20th June. General—Butterfield & Swire.
 TRIUMPH, German str., 703, Kayser, 24th June—Haiphong 22nd June. Rice—Jensen & Co.
 VICTORIA, British str., 270, John Ronald, 24th June—Newcastle, N.S.W. 1st June. Coal—O'Driscoll.
 YENNA, French str., 210, John, 24th June—Antwerp and Singapore 18th June. General—Messageries Maritimes.
 ZAPRO, British str., 1819, R. Rodger, 24th June—Manila 22nd June. General—Shewan, Tomes & Co.

CLEARANCES.

At the Harbour Master's Office
 June 25th.
 Daphne, German str., for Vladivostok
 Kowloon, French str., for Haiphong
 Kowloon, German str., for Bangkok
 Saba, German str., for Singapore

DEPARTURES.

25th June.
 BENLOMON, British str., for Bangkok
 BOLTON, French str., for Saigon
 CAUVEN, Chinese str., for Canton
 DIANE, British battleship, for Japan
 DIANE, Norw. str., for Canton
 GEMINI, German str., for Bangkok
 HAN, French str., for Haiphong
 HAN, German str., for Canton
 SHANSAI, Japanese str., for Seattle
 SHANSAI, Japanese str., for Calcutta
 TAIWAN, British str., for Saigon

SHIPPING REPORTS.

The British str. *Longship* reports: Moderate S.W. wind and fine clear weather. The British str. *Zeus* reports: Fine clear weather, smooth sea, light westerly wind. The British str. *Shadwin* reports: Fresh S.W. monsoon throughout, with strong current from N.E.
 The British str. *Vittoria* reports: Experienced calm and light winds and fine weather throughout the passage.
 The German str. *Prinz Waldemar* reports: From Japan through the Straits of Formosa had very strong S.W. wind and rough sea. On the China coast light S.W. monsoon with moderate sea.

VESSELS IN DOCK.

June 25th.
 AMERICAN DOCKS.—*Alta*, *Talia*, *Aperade*, *Germania*, *Sundara*, *Phoenia*, *H.M.S. Rosalie*, *H.M.S. Stanley*, *Onphale*, *Lawson*, *Politan*, *Meidura*, *Mara*, *Freight*.

VESSELS ON THE BERTH.

FOR NAGASAKI & VLADIVOSTOK.

THE Steamship

"DAPHNE."

Captain Schipper, will be despatched for the above Ports TO-DAY, the 26th inst., at Noon.

The steamer has splendid accommodation for Passengers.

HAMBURG-AMERIKA LINIE.

Hongkong Office

Hongkong, 16th June, 1906. [1267]

THE EAST ASIATIC CO. LTD.

COPENHAGEN.

NOTICE.

FOR VLADIVOSTOK VIA SHANGHAI AND KOBE.

THE Company's Steamship

"KINA."

Captain F. Madsen, will be ready to load for the above places TO-MORROW, the 27th inst.

For Freight, apply to

MELCHERS & Co., Agents.

Hongkong, 13rd June, 1906. [1265]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"AUSTRALIAN."

Captain McArthur, will be despatched for the above Ports on SATURDAY, the 30th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which secures the supply of Fresh Provisions, Ice, &c. throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To ensure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 6th June, 1906. [1218]

"GLEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"GLENESK."

Captain J. Rafferty, will be despatched as above on or about the 10th July.

For Freight and Passage, apply to

MCGREGOR BROS. & GOW

Hongkong, 18th June, 1906. [1272]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

DESTINATION	VESSEL'S NAMES	FLAG & NO.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
1. From Green Island to the Harbour Master's.	2. From Harbour Master's to Blake Pier.	3. From Blake Pier to Naval Yard.	4. From Naval Yard to East Point.			
LONDON, AC, VIA USUAL PORTS OF CALL.	ARCADIA	Brit. str.	—	W. W. Cooke, R.N.R.	P. & O. S. N. Co.	On 30th inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	PESHAWUR	Brit. str.	—	E. Spicer, R.N.R.	P. & O. S. N. Co.	About 4th July.
LONDON & ANTWERP	GLENESK	Brit. str.	—	J. Rafferty	MCGREGOR BROS. & GOW	About 10th July.
LONDON, AMSTERDAM & ANTWERP.	ALBA	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 3rd July.
LONDON, AMSTERDAM & ANTWERP.	PROMETHEUS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 17th July.
LONDON, AMSTERDAM & ANTWERP.	PINGPURY	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 31st July.
LONDON, AMSTERDAM & ANTWERP.	ORIENT	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 14th Aug.
LONDON, AMSTERDAM & ANTWERP.	ACHILLES	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 28th Aug.
MARSEILLES, AC, VIA PORTS OF CALL.	OCENIAN	Brit. str.	—	—	MESSAGERIES MARITIMES	To-day, at 1 P.M.
ODDESA	ZITEN	Ger. str.	—	—	MELCHERS & Co.	On 4th July, at Noon.
HAYRE & HAMBURG VIA STRAITS, &c.	ARCONIA	Rus. str.	—	—	MELCHERS & Co.	Quick despatch.
HAYRE & HAMBURG VIA STRAITS, &c.	SCHWARZBURG	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINIE	On 24th July.
HAYRE & HAMBURG VIA STRAITS, &c.	ALBA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINIE	On 7th Aug.
HAYRE & HAMBURG VIA STRAITS, &c.	SPEZIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINIE	On 21st Aug.
COPENHAGEN & HAITI PORTS	ALCIBIOUS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 30th Aug.
TRIESTE, AC, VIA SINGAPORE, &c.	NORDKAP	Dan. str.	—	—	MELCHERS & Co.	About end of July.
NAPLES, HAVRE, ANTWERP, BREMEN & HAMBURG	NIPPON	Aus. str.	—	—	SANDER, WIELER & Co.	On 3rd July.
NAPLES, HAVRE & HAMBURG	KHESARIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINIE	On 10th July.
GENOA, MARSEILLES & LIVERPOOL.	SILESIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINIE	On 4th Sept.
GENOA, MARSEILLES & LIVERPOOL.	PATROCLOS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 20th July.
GENOA, MARSEILLES & LIVERPOOL.	TYDEUS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 20th Aug.
NEW YORK VIA SUEZ CANAL	INDRAMA	Brit. str.	—	—	JARDINE, MATHESON & Co.	About 30th inst.
NEW YORK VIA PORTS & SUEZ CANAL	ANGLO SAXON	Am. str.	—	—	SHAW, TOMES & Co.	On 10th July.
NEW YORK VIA PORTS & SUEZ CANAL	LOWTHER CASTLE	Brit. str.	—	—	DODWELL & Co., Ltd.	About 25th July.
VANCOUVER VIA SHANGHAI JAPAN, &c.	ATHEAN	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 11th July.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 5th July.
VICTORIA (B.C.) SEATTLE, &c. VIA JAPAN.	OSAKA	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 3rd July.
VICTORIA (B.C.) & TACOMA VIA JAPAN.	LYRA	Am. str.	—	—	DODWELL & Co., Ltd.	On 14th July, Daylight.
PORTLAND, OREGON VIA SHANGHAI, &c.	NUMANTIA	Ger. str.	—	—	PORTLAND & ASIATIC S.S. Co.	To-day, at 6 P.M.
AUSTRALIAN PORTS VIA MANILA	PRINZ WALDEMAR	Ger. str.	—	—	MELCHERS & Co.	On 28th inst.
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 30th inst., at Noon.
AUSTRALIAN PORTS VIA TIMOR	ALBA	Brit. str.	k.w.	—	HAMBURG-AMERIKA LINIE	To-day, at Noon.
NAGASAKI & VLADIVOSTOK	DAPHNE	Brit. str.	1 m.	—	HAMBURG-AMERIKA LINIE	On 3rd July.
YOKOHAMA & KOBE	CHINTE	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINIE	About 8th July.
YOKOHAMA & KOBE	ALBA	Brit. str.	—	—	P. & O. S. N. Co.	Quick despatch.
YOKOHAMA VIA SHANGHAI, MOI & KOBE	NUBIA	Brit. str.	—	—	JAVA-CHINA-JAPAN LINES	Quick despatch.
YOKOHAMA VIA SHANGHAI, MOI & KOBE	TJILWONG	Dut. str.	—	—	MELCHERS & Co.	About 29th inst.
VLADIVOSTOK VIA SHANGHAI & KOBE	KINA	Dan. str.	—	—	JARDINE, MATHESON & Co.	To-day, at 4 P.M.
VLADIVOSTOK VIA SHANGHAI & N'SAKI	CHINTUR	Brit. str.	—	—	JARDINE, MATHESON & Co.	About 27th inst.
TIENTSIN VIA SWATOW & CHEFOO	CHINTUR	Brit. str.	—	—	MELCHERS & Co.	About 28th inst.
SHANGHAI	WINGANG	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 29th inst.
SHANGHAI, NAGASAKI & VLADIVOSTOK	NANCHANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 1st July, at 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	TEHWIN	Brit. str.	—	—	MELCHERS & Co.	To-morrow.
SHANGHAI	CHINTE	Brit. str.	—	—	P. & O. S. N. Co.	On 29th inst.
SHANGHAI	LYERKON	Ger. str.	k.w.	—	SIMONSEN & Co.	On 1st July, A.M.
SHANGHAI VIA SWATOW, AMOY & FOSCHOW	AKASHI MARU	Brit. str.	1 m.	—	OSAKA SHOSHEN KAISHA	BUTTERFIELD & SWIRE
SHANGHAI	KIOKIANG	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 2nd July.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	BAYERN	Ger. str.	—	—	MELCHERS & Co.	On 4th July.
SHANGHAI, YOKOHAMA & KOBE	SPEZIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINIE	On 6th July.
NINGPO & SHANGHAI	HOLHOW	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 1st July, at 1 P.M.
TAMUL VIA SWATOW & AMOY	JOSHIN MARU	Jap. str.	—	—	OSAKA SHOSHEN KAISHA	To-morrow.
AMPING VIA SWATOW & AMOY	MAJOSURU MARU	Jap. str.	—	—	OSAKA SHOSHEN KAISHA	To-day.
MANILA	TAMING	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 29th inst., at 4 P.M.
MANILA	LOONGSANG	Brit. str.	—	—	JARDINE, MATHESON & Co.	On 30th inst., at Noon.
MANILA	ZAPRO	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 3rd July.
MANILA	TEAN	Brit. str.	1 m.	—	SHAW, TOMES & Co.	On 7th July, at Noon.
MANILA	RUBI	Brit. str.	—	—	JARDINE, MATHESON & Co.	On 30th inst., Daylight.
SANDAKAN	MAUSANG	Brit. str.	—	—	JARDINE, MATHESON & Co.	To-morrow, at 1 P.M.
SINGAPORE, PENANG & CALCUTTA	ONBANG	Brit. str.	—	—	DAVID SASSOON & Co., Ltd.	On 3rd July, at 3 P.M.
SINGAPORE, PENANG & CALCUTTA	GREGORY APCAR	Brit. str.	—	—	JARDINE, MATHESON & Co.	
SINGAPORE & SOERABAYA	CHONSANG	Brit. str.	—	—	JARDINE, MATHESON & Co.	

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI	(DEVANHA T. H. HIDE, R.N.R.)	About 28th June	Freight and Passage.
LONDON AC, VIA USUAL PORTS OF CALL.	ARCADIA W. W. COOKE, R.N.R.	Noon, 30th June	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID & MARSEILLES	PESHAWUR E. SPICER, R.N.R.	About 4th July	Freight only.
YOKOHAMA, SHANGHAI, MOI & KOBE	P. J. FOX	About 8th July	Freight and Passage.

For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 24th June, 1906. [1]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, SHANGHAI INLAND SEA OF JAPAN, MOI, KOBE AND YOKOHAMA FOR

OREGON RAILROAD & NAVIGATION CO

Connection with the

STAMSHIP

Tons. CAPTAIN TO SAIL AT DAYLIGHT

"KUMANTIA" 4,370 Feldmann July 14th, 1906

"ARABIA" 4,483 Metzenhuth August 14th, 1906

"ARAGONIA" 5,198 Ernst September 5th, 1906

"NICOMEDIA" 4,370 G. Meiner September 16th, 1906

Through Bills of Lading issued to Pacific Coast Ports and to Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, ACTING GENERAL AGENT.

Hongkong, 20th June, 1906. [13]

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon emidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP

Tons. CAPTAIN FOR SAILING DATE.

ZAPRO 2540 R. Rodger Manila On 30th June, Noon.

RUBI 2540 R. Almond Manila On 7th July, Noon.

For Freight or Passage apply to

SHAW, TOMES & CO., GENERAL MANAGERS.

Hongkong, 25th June, 1906. [15]

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

S.S. "ANGLO SAXON" On 10th July.

S.S. "JOHN HARDIE" About 20th August.

For freight and further information apply to

SHAW, TOMES & CO., GENERAL AGENTS

Hongkong, 26th June, 1906. [19]

HAMBURG-AMERIKA LINIE.

HOME LINE-OUTWARD.

STEAMERS	DESTINATION	TO SAIL
ALESIA	YOKOHAMA & KOBE	3rd July
SPEZIA	SHANGHAI, YOKOHAMA & KOBE	9th July
SAMBIA	SHANGHAI, YOKOHAMA & KOBE	18th July
SAXONIA	SHANGHAI, YOKOHAMA & KOBE	25th July

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

STEAMERS

* RHENANIA

Capt. von Hoff

SCHWARZBURG

Capt. Pass

ALESIA

Capt. Luning

SPEZIA

Capt. Müller

* SILESIA

Capt. Bable

"RHENANIA" Capt. von Hoff.

This steamer, specially built for the tropics, has splendid accommodation for first class passengers. Very large, well ventilated cabins, each provided with 2 beds (no bunk), sofa, table, 2 ward-ropes, 2 washstands, electric fans, etc. Large elegantly furnished saloons, smoking room, etc.

The steamer is lighted throughout by electricity & carries Doctor, Stewards & Washerman.

The "RHENANIA" is to run regularly from Yokohama, Kobe, Shanghai, Hongkong, Singapore, Penang and Colombo to Suez, Port Said, Naples, Havre and Hamburg, to be followed by "HABSBURG," "HOHENSTAUEN," "SCANDIA" and "SILESIA."

COAST SERVICE.

STEAMERS

DAPHNE

LYEEMOON

LYDIA

JUTAKA

* KOWLOON

For Freight and Passage, apply to

SIEMSEN & CO.

HONGKONG OFFICE. [12]

NORTHERN PACIFIC LINE.

BOSTON & S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA

VIA

OCEAN STEAMSHIP COMPANY, LD.

CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.
TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN
AND HAWAIIAN PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL...	"ORESTES"	On 28th June.
GLASGOW and LIVERPOOL...	"OANFA"	On 2nd July.
GLASGOW and LIVERPOOL...	"ASTYANAX"	On 5th July.
GLASGOW and LIVERPOOL...	"LAERTES"	On 12th July.
GLASGOW and LIVERPOOL...	"POLYPHEMOS"	On 19th July.
GLASGOW and LIVERPOOL...	"ACHILLES"	On 26th July.
GLASGOW and LIVERPOOL...	"ALCINOUS"	On 2nd August.
GLASGOW and LIVERPOOL...	"DIOMEDES"	On 9th August.
GLASGOW and LIVERPOOL...	"TELEMACHUS"	On 16th August.
GLASGOW and LIVERPOOL...	"PELEUS"	On 23rd August.
GLASGOW and LIVERPOOL...	"CHING WO"	On 30th August.

HOMELANDS.

FOR	STEAMERS	DATE
LONDON, AMSTERDAM and ANTWERP	"AJAX"	On 3rd July.
LONDON, AMSTERDAM and ANTWERP	"PROMETHEUS"	On 17th July.
LONDON, AMSTERDAM and ANTWERP	"PATROCLUS"	On 29th July.
LONDON, AMSTERDAM and ANTWERP	"PINGSUEY"	On 31st July.
LONDON, AMSTERDAM and ANTWERP	"ORESTES"	On 14th August.
LONDON, AMSTERDAM and ANTWERP	"TYDEUS"	On 20th August.
LONDON, AMSTERDAM and ANTWERP	"ACHILLES"	On 28th August.
LONDON, AMSTERDAM and ANTWERP	"ALCINOUS"	On 30th August.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON PORTS IN THE UNITED STATES OF AMERICA AND CANADA.
EASTWARD.

FOR	STEAMERS	DATE
VICTORIA, SEATTLE, TACOMA, & all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE and YOKO-	"OANFA"	On 5th July.
HAWAII	"TELEMACHUS"	On 4th August.

WESTWARD.

FROM	STEAMERS	DATE
TACOMA, SEATTLE, VICTORIA & and PACIFIC COAST	"TEUCER"	On 12th July.
	"TYDEUS"	On 15th August.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS. (9-10)

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	DATE
MANILA and SHANGHAI	"TAMING"	On 26th June.
SHANGHAI and SHANGHAI	"HOIHOW"	On 27th June.
SHANGHAI and SHANGHAI	"NANCHANG"	On 27th June.
MANILA, ZAMBOANGA, PORT DAWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	On 28th June.
YOKOHAMA and KOBE	"CHINGTU"	On 28th June.
SHANGHAI	"SHAOSHING"	On 1st July.
SHANGHAI	"KIUKIANG"	On 2nd July.
MANILA	"TEAN"	On 3rd July.

* The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified
Surgeon is carried.
* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
* Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS. (11)

CANADIAN PACIFIC RAILWAY
COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF
12 DAYS ACROSS THE PACIFIC IS THE "EMPERESS LINE," Saving 3 to 7 days' Ocean Travel
12 DAYS YOKOHAMA to VANCOUVER.
21 DAYS HONGKONG to VANCOUVER.

R.M.S.	Tons	(Subject to Alteration.)	ARRIVE VANCOUVER
"ATHENIAN"	3,882	Wednesday, 27th June	21st July.
"EMPERESS OF JAPAN"	6,000	Wednesday, 11th July	1st Aug.
"EMPERESS OF CHINA"	6,000	Wednesday, 18th July	11th Aug.
"EMPERESS OF INDIA"	6,000	Wednesday, 1st Aug.	22nd Aug.
"EMPERESS OF AUSTRALIA"	6,000	Wednesday, 8th Aug.	1st Sept.
"EMPERESS OF AMERICA"	6,000	Wednesday, 22nd Aug.	13th Sept.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at
SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE,
YOKOHAMA, VICTORIA, connecting at VANCOUVER with the Company's PALATIAL
OVERLAND TRAINS, FAIRLY from the PACIFIC to the ATLANTIC WITHOUT
CHANGE.

Hongkong to London, 1st Class, via St. Lawrence 290; via New York 302.
Intermediate on Steamers " " 240, " " 242.

R.M.S. "EMPERESS OF JAPAN" and "ATHENIAN" carry "Intermediate"
passengers only to intermediate rates, affording superior accommodation for that class.
Passengers Booked through to all principal ports and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval
Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese
and Japanese Governments.

For further information, Maps, Routes, Handbooks, Rates of Passage and Freight, apply to
D W CRADDOCK, Acting General Agent,
Corner Pedder Street and Praya, opposite Blake Pier.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
TAMU via SWATOW	"JOSEPH MARU"	SUNDAY, 1st July, at 10 A.M.
ANPING via SWATOW	"MAIDZURU MARU"	WEDNESDAY, 27th June.
SHANGHAI via SWATOW	"AKASHI MARU"	SUNDAY, 1st July, A.M.
AMOI and FOCHOW	"K. MOTOHASHI"	

* These Steamers have excellent accommodation for First-class Passengers, and are fitted
throughout with electric light. Unrivalled Table.
* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
For Freight, Passage, and further information, apply at the Company's local Branch Office
Second Floor, No. 1, Queen's Building.
Hongkong, 26th June, 1906. T. ARIMA, Manager. 14

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

FOR	STEAMERS	DATE
TIENTSIN via SWATOW & CHEFOO	"CHIPSING"	Tuesday, 26th June, 4 P.M.
SHANGHAI	"WINGSANG"	Tuesday, 26th June, 4 P.M.
SINGAPORE, PENANG & CALUTTA	"ONSANG"	Wednesday, 27th June, 3 P.M.
MANILA	"LOONGSANG"	Friday, 29th June, 4 P.M.
SANDAKAN	"MAUSANG"	Saturday, 30th June, daylight.
SINGAPORE and SOERABAYA	"CHUNSAUNG"	Tuesday, 3rd July, 3 P.M.

* These Steamers have superior accommodation for First-Class Passengers and are fitted
throughout with Electric Light.

* Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang & Yangtze
Ports.
* Taking Cargo on Through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawau,
Unkai, Jesselton and Labuan.

For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
GENERAL MANAGERS. 18

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.
EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES
ZIETEN	WEDNESDAY 4th July
ROON	WEDNESDAY 11th July
SEYDLITZ	WEDNESDAY 18th July
PRINZ REGENT LUITPOLD	1st August
PRINZ EITEL FRIEDRICH	12th August
PRINZ HEINRICH	26th August
PRINZ LUDWIG	24th September
PRINZESS ALICE	7th October
PRINZESS ALICE	21st October
PRINZESS ALICE	4th November

ON WEDNESDAY, the 4th day of JULY, 1906, at NOON, the Steamer "ZIETEN"
Captain F. v. Binter, with MAILS, PASSENGERS, SPECIE and CARGO, will
leave this Port as above. CALLING AT NAPLES and GENOA.
Shipping Orders will be granted till NOON, on MONDAY, the 2nd July. Cargo on
Specie will be received on Board until 5 P.M. on TUESDAY, the 3rd July, and Parcel
will be received at the Agency's Office until NOON, on TUESDAY, the 3rd July, and Parcel
contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50,
and Parcels should not exceed Two Fast Cables in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.

RATES OF PASSAGE MONEY FROM HONGKONG	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA and GIBRALTAR	41 0 0	21 0 0	11 0 0
TO SOUTHAMPTON, LONDON, BREMEN AND HAMBURG	65 0 0	44 0 0	21 0 0
TO NEW YORK via SUEZ	97 0 0	66 0 0	36 0 0
VIA NAPLES, GENOA or GIBRALTAR	64 0 0	44 0 0	26 0 0
VIA BREMEN or SOUTHAMPTON	115 0 0	79 0 0	47 0 0
TO NAPLES, GENOA or GIBRALTAR	88 0 0	48 0 0	27 0 0
TO BREMEN or SOUTHAMPTON	121 0 0	83 0 0	49 0 0

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltair
and travelling to Bremen or Southampton overland the same rates to be applied as via NAPLES,
GENOA or GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's
expense.

TOUR VIA INDIA:
Passengers have the option of using a Steamer of the British India S. N. Co., from
SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo.
The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

JAPAN-CHINA-AUSTRALIAN LINE.
VIA NEW GUINEA.

FOR MANILA, SIMPSONHAPEN, FRIEDRICH WILHELMSHAFEN,
HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY
AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION.)

STEAMERS	SAILING DATES
PRINZ WALDEMAR	TUESDAY, 26th June.
PRINZ SIGISMUND	TUESDAY, 24th July.
WILHELM	TUESDAY, 21st Aug.

ON TUESDAY, the 26th JUNE, at 6 P.M., the Steamer "PRINZ WALDEMAR,"
Captain Woltemas, with Mails, Passengers and Cargo, will leave this port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA	\$50	\$30	\$20	return	\$50
TO NEW GUINEA	\$28	\$16	\$10	return	\$28
TO BRISBANE	\$30	\$18	\$12	return	\$30
TO SYDNEY	\$33	\$20	\$15	return	\$33
TO MELBOURNE	\$34	\$21	\$16	return	\$34
TO YOKOHAMA	\$50	\$30	\$20	return	\$50
TO KOBE	\$55	\$35	\$25	return	\$55
TO YOKOHAMA and back from KOBE	\$140	\$80	\$50	return	\$140

TO EUROPE via AUSTRALIA and COLOMBO by Imperial Mail Steamer 477 0 0.
TO EUROPE via AUSTRALIA and AMERICA 96 0 0.

From Australia to New York via Vancouver by the C.P.R. Co's steamers, or via San
Francisco by the O. & S.S. Co's steamers, and from New York to Europe by the Magnificent
Express Steamers of N.D.L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE

SHANGHAI, NAGASAKI, "BAYERN"	Wednesday, 4th July.
Kobe & YOKOHAMA	Wednesday, 4th July.
"PRINZ SIGISMUND"	Wednesday, 4th July.
SHANGHAI, NAGASAKI, "PRINZ REGENT LUITPOLD"	Wednesday, 18th July.
Kobe & YOKOHAMA	Wednesday, 18th July.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San
Francisco to New York by the C.P.R. Co's steamers P.M.S.S. Co., O. & S.S. Co.,
T. K. K. and from New York to Europe by the Magnificent Express Steamers of the
Norddeutscher Lloyd are issued at the following Rates:—

1st Class	2nd Class	3rd Class
To London via Plymouth or Southampton	\$62 0 0	\$42 0 0
To Bremen	\$65 0 0	\$45 0 0
To Paris via Cherbourg	\$65 0 0	\$45 0 0
To Naples, Genoa via Gibraltair	\$65 0 0	\$45 0 0

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
MELCHERS & CO., AGENTS.

Hongkong, 9th June, 1906.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-
TRALIA, EGYPT, AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship
"ARCADIA,"
Captain W. W. Cooke, R.N.M., carrying His
Majesty's Mails, will be despatched from
this Port for MARSEILLES and LONDON
on SATURDAY, the 30th June,
at Noon, taking passengers and cargo for the
above Ports.

Parents will be received at this Office until
4 p.m. the day before sailing. The contents
and value of all packages are required.
For further particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 18th June, 1906. [1]

SHIPPING IN PORT.

STEAMERS	TO SAIL
ACHIA, German str., 5,692, C. Schnelzer, 23rd June—Shanghai 20th June, General— Hamburg-Amerika Linie.	
ADENSHOT, British str., 1,354, W. W. Adam, 6th June—Saigon 1st June, Rice—Dod- well & Co.	
AMATA, British str., 1,666, C. J. Matlock, 14th June—Saigon 10th June, Rice and General—Jardine, Matheson & Co.	
APENKRADE, German str., 611, H. B. Gantard, 20th June—Pakhoi 18th June and Hoihow 19th, General—Jensen & Co.	
ARHENTIAN, British str., 3,883, A. O. Cooper, 13th June—Vancouver 14th May, Shanghai 9th June, Flour & General—C. P. R. Co.	
BEN NEVIS, British str., 2,400, Pritchard, 21st June—Newcastle (N.S.W.) 31st May, Coal— Shaw, Tomes & Co.	
CAIRO, Norwegian str., 1,881, J. Larsen, 14th June—Saigon 10th June, Rice—Aagaard, Thorsen & Co.	
CHILDAE, British str., 1,162, H. Nilsson, 22nd June—Bangkok 15th June, General— Nippon Yusen Kaisha.	
CHINWAT, British str., 1,456, C. Plunkett, 23rd June—Melbourne 18th May, Sydney 24th May and Manila 24th June, General— Butterfield & Swire.	
CHITSHING, British str., 1,199, G. S. Weigall, 17th June—Chefoo 11th June, General— Jardine, Matheson & Co.	
CHUYEN, Chinese str., 1,177, Stewart, 24th June—Shanghai 20th June, General— Chinese.	
CHUSSANG, British steamer, 1,417, Cox, 23rd June—Saigon 13th June, Sugar— Jardine, Matheson & Co.	
DAPHNE, German str., 1,229, E. Schipper, 19th June—Swatow 18th June, Ballast— Hamburg-Amerika Linie.	
DEVAKOROSE, German str., 1,057, J. V. Bruten, 22nd June—Bangkok and Swatow 21st June, Rice and Meal—Norddeutscher Lloyd.	
DORIC, British str., 1,975, H. Smith, 18th June —San Francisco and Manila 14th June, General—O. & S. S. Co.	
DRUPAR, Norwegian str., 1,102, J. Rieg, 24th June—Chinkiang 18th June, General— Chinese.	
FRITHOF, Norwegian str., 891, H. H. Haraldsen, 19th June—Wuhu and Chinkiang 14th May, Rice and Groundnuts—Siemssen & Co.	
HALLAY, French str., 377, L. Anderson, 23rd June—Pakhoi and Hoihow 22nd June, Gen- eral—A. R. Marty.	
HANSUNG, Korean str., 796, S. Naritas, 20th June—Chefoo 11th June, General— Korean Government.	
HANS WAGNER, German str., 963, J. Kage- mann, 20th June—Saigon 15th June, Rice— Jardine, Matheson & Co.	
HEIMDAL, Norw. str., 761, T. Johnson, 18th June —Hoihow 13th June, General—A. R. Marty.	
HOIHOW, British str., 896, H. Harla, 20th June —Chefoo 12th June, General—Butterfield & Swire.	
HUPPI, British str., 1,925, John Davis, 20th June—Shanghai via Swatow 10th June, General—Butterfield & Swire.	
INDRAVATI, British str., 3,808, S. Collington, 19th June—Durban 24th May—Order.	
JOHANNE, German str., 552, Iphard, 19th June —Bangkok 13th June, Rice—Jensen & Co.	
JURA, British str., 2,397, R. Pakar, 15th June —Cardiff 13th April, Coal—Admiralty.	
KALABRIA, British str., 2,000, Walker, 20th May—Mojito 23rd May, Coal—Bradley & Co.	
KARIN, Swedish str., 698, G. P. Petersen, 31st May—Chinkiang 27th May, General— Aagaard, Thorsen & Co.	
KORAT, German str., 1,208, W. Hubner, 17th June—Bangkok 10th June, Rice—Mel- chers & Co.	
KWANTON, Chinese str., 1,536, W. H. Lunt, 20th June—Shanghai 17th June, General— C. M. S. N. Co.	
LUCHOW, British str., 1,246, Baldy, 23rd June—Saigon 19th June, Rice—Order.	
HANOI, French str., 739, Melles, 23rd June— Hoihow 20th June, Rice and General— A. R. Marty.	
MANCHURIA, American str., 4,750, J. W. Saunders, 25th May—San Francisco 18th June, Mails and General—P. M. S. S. Co.	
MAUSUNG, British str., 1,614, R. Houghton, 19th June—Sandakan 10th June, Timber and General—Jardine, Matheson & Co.	
NANCHANG, British str., 1,014, H. Froehberg, 19th June—Dooly 18th June, Sugar— Butterfield & Swire.	
NANSHAN, British str., 1,290, A. Jones, 22nd June—Saigon 18th June, Rice and General—Bradley & Co.	
NEIL MACLEOD, Amr. str., 902, E. Corral, 19th June—Manila 16th June—Barretto & Co.	
NORD, Swedish str., 1,674, H. E. Sandberg, 17th June—Dooly 15th June, Kerosene Oil—Standard Oil Co.	
N. S. DE ROSARIO, Amr. str., 715, M. Lopez Blanco, 12th June—Manila 9th June— Barretto & Co.	
OSANG, British str., 1,787, D. Christie, 12th June—Calcutta 27th May, Coal—Jardine, Matheson & Co.	
PETCHARUN, German str., 1,373, G. Hillmann, 24th June—Bangkok 14th June, Rice and Timber—Butterfield & Swire.	
PETRARICH, German str., 1,252, R. Hatje, 12th June—Saigon 7th June, Rice and General— Sander, Wieler & Co.	
PIRA NANG, German steamer, 1,100, F. von Mangelsdorf, 15th June—Amoy 14th June, General—Butterfield & Swire.	
POW-SAN, British str., 1,640, W. F. Turner, 4th June—Hongkong 31st May, Coal—Dod- well & Co.	
PRODUCE, Norwegian str., 743, E. Winsnes, 24th June—Saigon 16th June, Rice and Fish—Aagaard, Thorsen & Co.	
PROTECTOR, Danish str., 572, Silfverberg, 22nd May—Singapore 15th May—Order.	
PROVINCENCE, Norwegian str., 693, Skirrebe, 16th June—Saigon 13th June, Rice— Jensen & Co.	
QUARTA, German str., 1,825, Madsen, 16th June—Mojito 10th June, Coal—Sander, Wieler & Co.	
RAJABUR, German str., 1,189, O. Koch, 17th June—Swatow 16th June, Rice and Timber— Butterfield & Swire.	
RAJAH, German steamer, 1,400, C. Wolff, 20th June—Bangkok 11th June, Rice and Meal— Chinese.	
SAMSON, German str., 998, F. Rehwald, 24th June—Bangkok 16th June, Rice—Butter- field & Swire.	
SHANSHI, British str., 1,228, F. Boyd, 17th June —Chinkiang 13th June, Rice and General— Butterfield & Swire.	
SPARKER, German str., 900, Lombard, 10th June—Hoihow 7th June, General—Jensen & Co.	
STANLEY DOLLAR, British str., 1,857, Cross, 30th May—Mojito 24th May, Coal—Arnold, Kerberg & Co.	
SUMATRA, German str., 584, C. Nauer, 14th June—Herbertshoehe 23rd May, General— Melchers & Co.	
TAMING, British str., 1,350, A. W. Osterbridge, 22nd June—Manila 19th June, Sugar— Butterfield & Swire.	

